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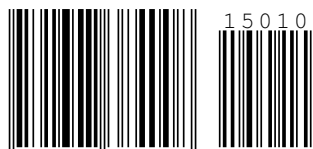
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The South African Editor - Clinton Pienaar

clinton@superbikemag.co.za - 082 887 2053

“This will be the last time I mention my crash as I must now build a bridge and get over it, however, I'd like to take this opportunity to share a few facts of the crash with you, especially as I've now had the opportunity to go and see the doctors that cared for me again. Long story short, I'm lucky to still be here! Normally when man and tree meet, man leaves with some crosses in his eyes. I'm blessed that I walked (read stretched) away with only 11 fractures and a bit of blindness in my left eye. It's still not working properly but, in time, it should improve. Apparently your eye is one of the most sensitive organs in your body and will take some time to repair. Just staying with the crash, I've now had a few more eye-witnesses share their observations. The bike was approximately in 4th, although when it was picked up it was in 6th. I pulled away without giving the cold slicks a second thought but on fairly straight acceleration this should not have posed a problem. I was accelerating and arcing my way through light traffic when I apparently hit some loose gravel on a freshly re-tarred road which gave me a slight high-

side. Supposedly the traction control caught that but it still got my legs off the pegs and in the air. When I landed on the bike I had quite a severe trajectory off the road to the left, my right leg down I was seemingly saving it in the dirt back to the road when the front wheel hit the water drain and I started my cart wheeling into the tree which was a good old, thick bushveld tree. I'm feeling a little more comfortable with this chain of events but still cannot remember a thing. I woke up in hospital ten days later not even knowing I had crashed the H2R. If I was the owner, Shane Collinson, I know I'd be quite upset. Shane, I know you have many bikes in your collection but this R was the Crown Jewel. Shane has lots of ideas about the rebuild and we would like to showcase the finished project in the magazine soon.

At the time of the crash I was wearing the latest Dainese leather suit, boots, back protector and gloves. I also was wearing the latest Arai RX-7V helmet. Now as one voice every separate specialist and doctor I saw, be it the orthopaedic or neuro surgeons, or the nurses for that matter, all said how lucky I was that I was wearing the right kit. Yes, I broke both my ankles in the boots but had I worn tekkies they might very well have amputated my feet. Even my broken right elbow, which also obviously hit the tree head on, was protected. Even though the metal cup on the suit's elbow was dented, the inner hard plastics and then the energy absorption foam all contributed to

only a slight break I suppose. My femur, tibia and fibia had clean breaks but everything was contained within the skin and I had no skin loss and all of this because I was wearing leathers. Now for the helmet; the sad thing is I was given the latest Arai RX-7V the day before so it barely had 100km on the clock. When I saw all the X-rays, half of them were CAT scans because of my severe lack of blood pressure for the first few days which the doctors could not stabilise easily and again they said that I must have been wearing a very good helmet because, compared to all my other breaks, my brain should have split in two. Luckily I was wearing the best but I am sad because it was absolutely brand new. The new helmet has a new feature which locks the visor on and, even though it went into a tree, the visor is still intact and locked on.

So in short, try never compromise on the clothing and helmets you wear. My problem now is the suit was cut off my body and the helmet is unusable, so I've got quite an expensive path ahead to rekit myself to the levels of very necessary safety.

Ride safe till next time, I know I'm going to try. Should be on a bike by next month. ”

Clinton Pienaar Editor

SuperBike

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The South African Team



SuperBike

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JOKE
of the month

If you think nobody cares whether you're alive, try missing a couple of payments.

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This could be the biggest and most luxurious cruiser we have ever tested.



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Stuff ¹⁴

WARNING!

- » Always ride carefully and observe the applicable road traffic regulations!
 - » Always wear appropriate protective clothing and never ride without a helmet!
 - » All illustrated riding scenes were performed without exception by professionals on closed roads!
- » MAKE NO ATTEMPT TO EMULATE THE RIDING SCENES SHOWN!

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FRONT END

- NEWS
- NEW BIKES
- PEOPLE
- EVENTS

THE UNVEILING OF THE NEW DUCATI MONSTER 1200R

The new Monster 1200 R has been unveiled by Claudio Domenicali, CEO of Ducati Motor Holding, during the Volkswagen Group Night in Frankfurt.

With its 160hp, the Monster 1200 R is the most powerful naked Ducati of all time. Its key features include the Testastretta 11° DS twin-cylinder engine in its "R" version (EURO 4 homologated) and a revised chassis to ensure maximum effect and enjoyment on track. In addition, the brand new design of the tail and front section confirm the sporting credentials of this new version of the Monster.

Available in Ducati Red and Thrilling Black, the new Monster 1200 R will be on the market from early 2016.

For more information, contact Ducati South Africa on 011 919 1600.





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From the 6th to the 8th of November 2015, Clarens will be transformed into a hub of adrenaline and adventure, attracting all motorcycle enthusiasts to the Motorrad Days event.

Motorrad Days 2015 promises to have a festival atmosphere with music and

the hum of motorcycle engines setting the scene. There will be a full line-up of activities such as test rides, freestyle performances by world-renowned stunt riders and live entertainment. So don't miss out on the chance to join other motorcycle riders from all brands in experiencing this iconic event!

Registrations are now open, so book early to avoid the rush.

For more information visit www.bmw-motorradays.co.za



HARLEY-DAVIDSON DELIVERS A BLAST OF CRUISER POWER FOR 2016

New Softail Slim S and Fat Boy S Debut with Screamin' Eagle Twin Cam 110 Engines

2016 S Series

It's the classic hot-rod move – drop in a bigger motor. Make that the biggest motor. The Screamin' Eagle performance once reserved for Custom Vehicle Operations™ (CVO) models is now available in regular-production motorcycles for the first time ever. With styling inspired by cutting edge trends in custom motorcycle culture, the limited-edition Fat Boy S and Softail Slim S models feature the Screamin' Eagle Twin Cam 110, an engine tuned to make up to 109 lb.-ft. of torque. Restyled with minimal bright work, the new S Series models are built for riders who want to stand out. Both the Fat Boy S and the Softail Slim S feature Harley-Davidson electronic cruise control, ABS, and H-D Factory Security System as standard equipment.

Softail Slim S

Classic, lean bobber style, from the clipped rear fender to the Hollywood handlebar, is the calling card of the Softail Slim model. Now the S Series version ups the performance ante with a gloss-black Screamin' Eagle Twin Cam 110 powertrain featuring the Screamin' Eagle® Stage 1 high-flow intake and optimized jet-black over/under dual shotgun mufflers. Every speck of chrome has been replaced with gloss black paint. The Softail Slim S is offered in Vivid Black bodywork or the new Olive Gold Denim colour with military-inspired tank graphics.

The Softail Slim S is a rugged, no-nonsense bobber. The Softail® chassis mimics the clean lines of a vintage hardtail frame, but utilises rear suspension control provided by coil-over shock absorbers mounted horizontally and out of sight below the transmission. Combination stop/turn/tail lights keep the minimal rear fender clean. Period styling cues include a gloss black cat's eye tank console with a retro speedometre face, half-moon rider footboards, a round air cleaner cover, and laced wheels with gloss black rims and hubs. The cover of the solo seat is stitched in a tuck-and-roll pattern.

Fat Boy S

Harley-Davidson stylists give the iconic Fat Boy motorcycle a darker attitude in the S Series, designing a menacing look that matches the muscle of its Screamin' Eagle Twin Cam 110 engine, trimmed out for this application with a Screamin' Eagle Ventilator intake and optimised jet-black over/under dual shotgun mufflers.

The Fat Boy S rolls with fat-custom style, an attitude that starts with the bullet-hole aluminium disc wheels and is reinforced by the massive headlamp and nacelle, half-moon rider footboards and a classic 22.7 litre Fat Bob® fuel tank.

The new 2016 Harley-Davidson® motorcycles and accessories start rolling into Harley-Davidson® dealerships immediately. Visit H-D.com to see all 2016 Harley-Davidson models® and to find a local authorized Harley-Davidson dealer.



SUZUKI MOTORCYCLES DEALER OF THE YEAR ANNOUNCED

Suzuki Motorcycles announced its Dealer of the Year Awards after an extremely successful 2014 in what has turned out to be a very competitive motorcycle market in South Africa.

Similar to their car counterparts selling a variety of Suzuki vehicles in different market segments, Suzuki Motorcycles market on and off-road two and four-wheelers, including some niche models.

A job well done in any market deserves recognition, and it is once again that time of year where Suzuki Motorcycles recognises the achievements of its dealers.

Although winning the coveted Dealer of the Year award is high on the agenda

for all dealers, top performances in other segments of the retail and service market have also been recognised.

"Well done to all the winners," commented Suzuki Motorcycles Sales Manager Stuart Baker.

"Thank you all for not only representing the Suzuki brand in South Africa, but also expanding the Suzuki family as you introduce more and more people to the Suzuki Way of Life," he said.

The overall Dealer of the Year for 2014 was Suzuki South.

This dealership in Wynberg in the Western Cape did not only take the honours as number one dealer in 2014, but also achieved other awards – the Goliath Award for most unit sales: 250cc and over, as well as the Spares Award for the highest turnover of Suzuki Spares.

Suzuki Toy Store in Centurion achieved second place in unit sales, while third place as well as the 'Scoot

and Deliver' award for most scooters and commercial units sales for 2014 went to Suzuki Motorcycle Mecca in Pretoria.

Fourth place in unit sales for 2014 went to Primrose Motorcycles (Germiston), while Grabouw took the award for most quad sales in 2014 as well as 5th place in overall unit sales.

"Finally, well done to Grant Umpleby from Grant Umpleby Suzuki in Durban for the most agricultural motorcycle sales for 2014," said Baker.

"To all the winners – well done and we wish you continued success," Baker concluded.



WOMZA & VERO MOTOR- SPORT PROMOTIONS ANNOUNCES RETURN OF THE FIM MOTOCROSS GRAND PRIX TO SOUTH AFRICA IN MARCH 2016

It was announced recently by Youth Stream, who are the International Rights Holders for the FIM Motocross World Championship, that there would be a round coming to South Africa on the weekend of the 18th to the 20th of March 2016. Conveniently, Monday the 21st is a public holiday in South Africa, so besides the awesome event that is being planned for the Motocross GP, there may be a surprise for spectators and followers on Monday 21st.

The contract for a few rounds of the MX GP was signed in June 2015, between YOUTH STREAM, VERO MOTORSPORT PROMOTIONS and WOMZA. Giuliano Verolini from Vero Motorsport Promotions is the man who initiated the initial discussions to get the MX GP back into South Africa, with the guidance and partnership of WOMZA. Giuliano has been involved in motorsport in South Africa since 1976, first as a competitor who won the Group 1 Championship, and then going on to become the Chairman of Group 1 Racing. At that point in racing history motorsport in South Africa was run by the Motorsport Association, which in turn was controlled by the AA (Automobile Association). Giuliano also represented South Africa for many years at the FIM (Fédération Internationale de Motocyclisme) Congresses, which took place in various countries around

the world. The FIM is the International controlling body for all motorcycle events and world championship series' worldwide.



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Barend Fouché (left) and Satoshi Okada san (right) from Honda SA doing the draw

SUPERBIKE READER'S SURVEY HONDA MSX125 COMPETITION WINNER

Eventually we have done the draw. Our apologies for the delay but with Clint being out of action we decided to wait for him to get back. So we headed over to Honda Head

Office and got Satoshi Okada san to pull out the lucky winner. Tyran Lopes, congratulations on your new acquisition and thank you for taking part in our survey. Thank you as well to all the other participants, hopefully next time the winner will be you!



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▶ WHAT'S IN A PATCH?

Greetings and keep up the good work with the mag guys.

Saddened to hear about Clinton's off and kudos to the rescue pilot, however lying on his back at turn one getting five star treatment is no excuse for not doing the editorial. Up and at 'em boyo!

The patch articles were well researched and informative. Good job Natalie. John Wildman can go wind his neck in. He is not dealing with some snokop teenager. Where's your manners boet?

The SA biking community is unique in that there are two distinct trends; old school and the simple newbie school. After riding bikes for over fifty years and having close mates who were chapter members in some of the earliest clubs in SA, let me assure you that biking protocol was entrenched in respect.

It is a brave and much needed series published so far and focussed on the traditional roots of biking which sadly many are completely naive about.

The three month waiting period and name publication in another magazine may appear on the surface that that is all there is to bike clubs. Bullshit! It is not the fault of the Bike SA editors.

Sadly this "simplicity" has led to a proliferation of clubs with zero tradition and little respect for the history of bike clubs. This groundswell has been a cause of concern for council and federation bodies that would prefer to see established clubs grow in number rather than the pick-and-mix assortment we see today.

Many traditional clubs have also been affected by splintering and internal politics. This is hardly surprising given that bikers (not motorcyclists) are pretty dyed-in-the-wool independent spirits.

The traditional clubs want to entrench their values and the old school protocols to avoid this sort of thing. Believe me if you want to ride for the established and traditional clubs who place a lot of emphasis on old school tradition you WILL earn that patch!

Many Saffers have that "baas van sy

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eie plaas attitude" who cannot fit in with some traditional clubs. They shy away from traditional clubs or simply do not want to ride for any club at all. This newbie group (usually) will either start a club as a bunch of like-minded friends or will be persons who are gatvol of club politics or bad behaviour which often is found in new clubs too.

While I now ride for one of the ministries it seems that whenever I see a new patch I cannot help wondering why my biking core gets a jab. If you call yourself a biker then get to know the history, traditions and protocols of bike clubs. It is important to understand that it is built around respect (and includes women and children too) until then you are just another motorcyclist posing as a biker. But hey....I love you too Bro'.

See you on the slab.

Kevin C Brown (Capito)

Hi Kevin

Thank you so much for your letter. It really did make me feel much better as I have taken a lot of flack over this series. I find it strange as, like you say, I did my homework and only published from sources which are available for everybody to read. I have been called names, sworn at and, to be honest, sometimes feel a little worried when I go out in public. I was concerned that I would be under fire when Clinton asked me to write these articles but hey, at least we know that people are reading the magazine!

Natalie

▶ TRAILERS

It has been brought to our attention yet again of people modifying their bike trailers without proper consultation, thus resulting in the structure and strength of the trailer being compromised and then blaming us for an inferior trailer.

We would like to advise people who are considering modifying their trailers to first contact the original manufacturer to see if the modifications can be done.



It is also extremely important when buying a new trailer that a copy of the company's manufacturing certificate is enclosed with the NATIS papers. This document confirms that the company is a registered trailer manufacturer. Also take note of the description of the trailer on the Natis papers that it conforms with your trailer, for example a 2M Sportrailer Lazy Lowder's registration paper confirms that it is "an elevating unit/flat deck/platform Deck". If the description on the papers differs, there is a strong possibility that the trailer has never been homologated and tested by the SABS and that the supplier of the trailer is not registered as a trailer builder. This documentation is the SABS SAVTA (South African Vehicle Testing Authority) Certification which states the axle rating of the specific trailer and that it is SABS approved. Cheap is not always best, especially when it comes to insurance claims when a trailer is not used as was intended and does not conform to the Road Ordinance Act!

Phil Beckett
2M SPORTTRAILERS

▶ WHAT'S IN A PATCH?

Hi Natalie

I would just like to take a bit of time to correct something in your "what's in a patch" (August month mag). You state that as a hang around "your life begins to



HJC: #1 IN THE WORLD

feel boxed in" because you are becoming a part of only one club. Yes, you will need to be dedicated to this one club of brothers and sisters especially if they accept you into an appyship/prospectship, however, as a president of an MC for the last 13 years and involved very seriously in the motorcycle ministry for a few years and just over 21 years in the biking community, this can be an awesome time for the new member too.

I say this because although you are "binding yourself" to one club, that club and its members have years of brotherhood with other clubs and their members and this will expose the prospect (as long as they are respectful) to a whole new level or side of this brotherhood and as long as they serve out their time with respect they will create multiple lasting friendships with other clubs and their members. Also as you said later in the article, if the person does decide to walk away from the prospectship or from the club after receiving a patch, it should always be done face to face with members or the president of the club/MC and done as respectfully as possible.

As for comments made by others, I find the info supplied to you by your sources to be pretty on par and relevant to your journey of "what's in a patch", remembering that when I started my club way back in 2002 there was no PC committees and, as for the rest of the magazine, a job well done in my book, always informative and good. As someone who's has been on a road bike for 30 years my last comment would be "get yer ass to track school/trackdays". I did and you are NEVER too old to learn.

Donald Strydom

Hi Donald

Thanks for this. As I said to Kevin earlier I am grateful for the vote of confidence. There definitely is such a thing as constructive criticism and your letter was indeed a good example of this.

Natalie

► TRANSALP STILL A WINNER

Hello Clinton/Natalie

Referring to the letter from Johan Alberts in your August 2015 issue, he mentioned the Honda Transalp as being an underrated motorcycle. Last year a friend suggested that we enter the RFS Econorun on a Honda XV 700 Transalp and a Kawasaki 650 Versys. I chose the Transalp, which was stock standard with dual purpose tyres.

It was bitterly cold and windy from the off and, in Belfast, I missed a turn and had to make up 2 minutes to regain my position, which meant I had to tweak the throttle a bit. I just made the cut-off in time! Saturday's ride was brilliant, but I picked up a 0.5lt penalty for waving to a Course official!

At the finish, the fuel consumption was 4.833lt/100km, which placed me third in Class F. Had I not waved, I would have been in second place with a consumption of 4.333lt/100km, only one litre behind the



winner on a 2014 BMW F 800 GS. Not too shabby for a bike that was 6 years older and only has 5 gears!

If I was in the market for an everyday/touring motorcycle, the Transalp would be top of my list, bar none!

Thanks for a great magazine, and the opportunity to tell you about an unappreciated Transalp.

Mike Wright

Hi Mike

Glad you wrote in to tell us about the Transalp. It's a lot more robust for off-road use than the NC700 that Johan Alberts spoke about. I'm very impressed with your consumption figure and do remember to be a miserable bast' next time and don't wave to anybody. I did a trip through Baviaans once on a Transalp and I can clearly remember thinking while I was traversing the river crossings and climbing the rocky hill climbs, that lighter and smaller is better off-road. It's just most of us in SA like big steaks, strong drinks and big capacity bikes, even if they are a little impractical over technical terrain.

The new Africa Twin is going to be the best compromise of all the dual-purpose bikes, I think, I hope.

Clinton

► CORNERING FUN

Hello Clinton and Natalie

Wow, this past Sunday I attended the BMW Proficiency and Cornering Training Day at Zwartkops Raceway. What awesome fun! We were 15 guys ranging from 16 years old with 4 months experience to 65 years and 30 years' experience. All on GS's except me on the Multi S, the odd one out. The young guy was a bit of an exception I think, although I thought it good of him to start early. The crazy thing is that he is only allowed a 125cc and I don't understand how authorities can prescribe such a small capacity, forcing a guy on the road with a 125cc is sheer madness.

I thoroughly enjoyed the whole day, and Clinton I would love to attend your cornering course too to experience different techniques in training, or maybe it is the same?

The highlight was probably the very first thing we did. Without warning us, we started by riding in a loop in first or second gear performing the weirdest acrobatics on our bikes, by changing our arms, legs and feet positions in all sorts of contorted ways until you end up standing upright with your right foot on the left peg, a real challenge!

The best fun was obviously going onto the track, hanging off the saddle with one buttock clinging on for dear life, accelerating flat-out through a long sweeping upward bend in corner 4. My new Multi S was AWESOME, I so love it, it easily pulled away from the water-cooled 1200 GS's and it was only in the corners where one experienced GS rider caught up to me. It was also great to ride the track the wrong way round, what a surprise!

I've seen a couple of letters recommending trackdays under tuition of professional trainers, it is unbelievable fun and the confidence you walk away with is so worth it! Still smiling!

Gideon Vos

Hi Gideon

Thanks for your mail, loved receiving it. You know, after our survey, only about 30% of our readers have done a track day, EVER! It's not intimidating to actually do it and, yes, before the time you've got lots of gremlins and apprehensions but, once you've taken the plunge, you're hooked. I'm glad you mention how your confidence has shot up; I'm willing to bet you are a better road rider now after your course than what you were before, just a little more proficient and capable. Come do our course as well one day, it's a different track (read new playground) and between all of us you'll keep on picking up something new. With us you also get all the pictures of you cornering during the day to keep. Glad you are enjoying your Multi, it's like a Swiss Army Knife and can almost do anything.

Clinton

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ON THE PATH TO SUCCESS

I consider myself quite a youngster still as it was only in the late 90s that I discovered this drug called World Superbikes and it very soon became one of those father-son Sunday activities in our household where the remotes were locked away and the television was stuck on Supersport for the day. **Words:** Gareth Davidson **Pics:** BMW Press



Most of us, and that includes me too, have naturally brushed off the fact that the chances of getting to ride a World Superbike, as a normal bloke, are very slim. This is what most would of us would call a mere dream. When I got the call asking if I would like to go on an all expenses paid trip to Valencia, Spain, invited by BMW Motorrad Germany, who was I to say something so silly like, I'll have to check my schedule. My mind went blank and I immediately said yes.

I could not contain my excitement as I would be living the dream of so many, being one of the very few selected journalists to get to ride six of the very finest BMW S 1000 RR customer superbikes, from various racing series' around the world. The whole point of the trip would be to have the best time of your life riding flat-out on a world class circuit, on bikes that are only ever ridden to the absolute maximum, oh, and

to educate us on BMW Motorrad's racing strategy going forward.

Be it Asia, America, Europe, Africa or Australia, BMW Motorrad Motorsport celebrates great results with the S 1000 RR and HP4 on circuits around the world. It is no surprise that innumerable privateer BMW customer teams in national and international championships rely on the performance of the dynamic race machine and the know-how of BMW Motorrad Motorsport experts. But what does this all mean?

Well, in 2013, and as most of you are aware, BMW Motorrad officially pulled out of the World Superbike Championship with their factory team entry to change strategies and concentrate all their efforts in offering race support to a much larger base of riders, thus creating a far better knowledge of what the BMW S 1000 RR customer needs and wants from their machines respectively

to obtain the best results possible. Each country has their own rules and regulations with regards to what each machine's limits are and, in BMW's plan, this is the best possible solution as it creates a mass amount of information gathering, from stock rules all the way to the specific hand built machines raced in the most competitive championships in the world.

To bring you up to speed on the BMW Motorrad plan, let's start off with the basic overview of what BMW offers to their customers.

The focus of the BMW Motorrad Motorsport commitment is the success of BMW Motorrad customers. The BMW Motorrad customer racing programme supports teams and riders running with the S 1000 RR, HP4 and sidecars with BMW engines which are customised and tailored to suit the respective racing series with comprehensive know-how and the



concentrated expert knowledge of the engineers and specialists from BMW Motorrad Motorsport.

This ranges from support at trackside and technical support for any questions arising about the RR and HP4 via support for the electronic set-up to regular race kit software updates and race parts, which are developed specifically for race use. The BMW Motorrad Motorsport engineers all have years of experience in international motorcycle racing and in Formula 1.

The one-two-three podium lockout at the legendary Isle of Man road races and numerous victories in the FIM Superbike World Championship, British Superbike Championship, South African SuperGP and international championships proves that the BMW Motorrad Motorsport customer racing programme guarantees success!

Innovative racing project on all continents

BMW Motorrad became the first manufacturer worldwide to start an innovative racing project which they have called the BMW Motorrad Race Trophy, covering every continent and with a single classification for privateer BMW riders. More championships and additional rewards for successful riders and teams were added for the 2015 season. The BMW Motorrad Race Trophy points system was revised, and further innovations make the package even more interesting for private BMW riders. In this way, BMW Motorrad riders from around the globe unite to become a big family. The participants score points for the Race Trophy in 19 championships, at more than 300 races in 23 countries. At the end of the season, the top 15 riders are rewarded with trophies and substantial prize money and honoured during an exclusive end-of-season gala in Munich, the home of BMW Motorrad.

Redefining the standards

The intended goal of BMW Motorrad is to be the pioneer for innovative ideas in motorsport, and to redefine the standards in customer racing because BMW Motorrad customers are perfect ambassadors for the BMW brand and fly the flag for BMW Motorrad on every continent. In South Africa, we have Lance Isaacs as the BMW Motorrad ambassador who currently races in the South African SuperGP series which is one of the recognised entries in the BMW Motorrad Race Trophy and has taken a win in this year's SuperGP series.

Service packages

The HP Race Support service packages are, as a matter of course, adapted to suit the requirements of the respective racing series. A prerequisite for electronic and mapping support is an installed and coded HP Race Power Kit, as well as an HP Race Calibration Kit (RCK). Both are available from your BMW Motorrad dealer. This service package, believe it or not, also extends to BMW customers racing in club races and even those trackday junkies. You too are able to make an enquiry online about any technical issues you may be experiencing and BMW Motorrad guarantee at maximum a two day response time. Although the information may be

Guy Martin's Isle of Man TT race bike



limited for those riders, they will supply a respectable solution to anyone who has a valid query. The best part is that it does not matter what year model your S 1000 RR or HP4 is, they will assist.

All of this was explained to us in the conference room at the Ricardo Tormo circuit in Valencia, Spain. And, to be honest, it was quite hard to concentrate knowing that just below me, in the pit complex, stood a few very special race bikes that I would be allowed to ride in just a few minutes. When finally released from the media brief, I do believe that I was the first to exit the door, despite being the furthest away from it. This is due to my streamline and smaller stature, thanks to my folks who are both shorties too. Finally, suited up, I made my way to the first bike which was a stock standard, road going BMW S 1000 RR; the perfect bike on which to do my first few laps of the Valencia circuit.

Let me tell you this, by riding all of the bikes, I could pretty much sum up the exact personality type of each rider who these machines were raced by. From the calm, collective type of rider to the absolute power

addicted insano. I will give a brief summary of each bike but will post the full technical details on our website which will be up and live by the time you read this.

BMW S 1000 RR

The stock standard road-going version is quite an impressive piece of machinery as it is. With so much on offer to the rider, and built from the track into a road machine, it perfectly suits any track conditions with the available electronics. I was actually very surprised by how the road bike handled around the Valencia circuit and, if it weren't for the mirrors still fitted, I'd confuse the bike for a good trackday bike. This doesn't actually surprise me at all if I really think about it as the BMW S 1000 RR is quite popular at any trackday.

South African SuperGP Champions Trophy

The bike used here was Lance Isaacs' Black Swan Energy BMW S 1000 RR. In South Africa our premier championship rules are very close to actual showroom



bikes, only allowing the teams to fit a slip-on exhaust, rearsets, fuelling module and air-filter. This is apparently to reduce the cost of racing and give everyone a level playing field. Unfortunately, with the standard rules, the BMW does struggle somewhat with the electronic suspension and has made the riders lives a little more challenging. I certainly am not one to agree with these rules and, having raced a BMW S 1000 RR in 2012 in the South African National Championship, do wish the old rules would be brought back which are exactly the same specifications as the European World Superstock championship. This just makes the transition for any rider wanting to compete internationally a little smoother and right now South Africa is on the back foot.

The bike actually did not feel too bad, and definitely an improvement on the standard road bike but that is mainly because the suspension is only a little stiffer really. The power of the motor was quite a lot better as the fuelling has been done and according to team principal, John Cowley, makes an impressive 197hp on the back wheel.

I asked one of the guys to keep tabs of my

lap times on each bike and, remembering to not crash and to try to ride each bike well within my limits, we will compare lap times later on.

Superbike IDM

The International German Championship is quite a hotly contested championship with riders from all over the world entering. With all major manufacturers on the grid and names that have entered this season such as Lorenzo Lanzi, Max Neukirchner, Matej Smrz, Kev Coghlan and Josh Brookes but to name a few, you can bet the pace at any circuit would be sizzling hot. BMW Van Zon-Remeha rider, Markus Reiterberger, managed to clinch the 2015 title onboard his S 1000 RR. This was the next bike I was set to ride.

Upon exiting pitlane and heading toward turn 2, I immediately noticed a difference in the way that the power delivery was set up; a much more linear power curve, almost giving you more time to think, made the bike very easy to ride. The Superbike IDM teams are



Ayrton Badovini's World Superbike



Chatting to Lance Isaacs' team principal, John Cowley



Markus Reiterberger's Superbike IDM

able to run full superstock rules and are able to change the front fork internal cartridges, the rear shock, ECU, full system exhaust, etc. The suspension was where I felt the biggest difference, totally transforming the handling of the bike and the bike accepted hard braking very well. I was also able to trail the brake a lot later into the turns. The engine braking was also set up quite well allowing you to load the front end before engine braking came into play. This kept the bike more stable and obviously with the combination made for quicker lap times.

British Superbike Championship

These guys have just got it right. The Tyco

BMW of Tommy Bridewell was immaculately prepared and, and as it is entered into the British Superbikes, the bike is far from stock. Carbon fibre fairings, full race dash display and fancy K-Tech front forks transform this bike into a real stunner. What is very interesting is that all the ECUs in the British Championship superbike classes are controlled ECUs which cancel out electronic aids, which in turn levels out the playing field. This means it is up to the communication between rider and mechanic to get the best out of the chassis in terms of grip levels and tyre life.

Riding the bike, it has a lot of power and for sure felt like a firecracker attached to your right wrist that you cannot let go. The thrill I got from riding this machine was like no other and the fact that it was set up for a rider of a similar stature as myself; it felt as if it was made for me. It totally made the German IDM superbike feel silly, no offence to them at all but Tyco have done a sterling job. Although without traction control on the bike, my wrist seemed to be a little numb and I thus produced a slightly slower time than that of the German IDM bike, so the German team still had the up on pace, but that is totally my fault.

FIM Endurance World Championship

This, to be honest, must be the bike that I felt the most sorry for and let me explain why. Can you imagine being an S 1000 RR, totally modified for quick wheel changes, fast fuel fill-ups and being thrashed for hours non-stop. No? Well, you need an imagination then! This bike bore battle scars from the mistakes of fatigued riders in the Endurance World Championship which is not a bad thing, as this bike was built tough and to last.

The power of the bike was very much the same as the German IDM bike, nice and linear, making perfect sense for keeping consistent lap times for many hours of riding. The handlebars were noticeably wider than any of the other bikes and this was due to the modification made for quick wheel changes without having to remove the callipers. The suspension was set up pretty hard, not sure if this was due to the different weight riders that are in the team, but it felt as if I was riding an ironing board and a very fast one at that. The lap time was very similar to that of the British Superstock machine which is quite interesting.

FIM Superbike World Championship

The team still consists of the exact same guys who spear-headed the Factory effort in 2013. And BMW Motorrad Italia still work extremely close to BMW Motorrad as this championship is the highest rank for the S 1000 RR. The bike is definitely not on the same level as its competition but BMW have purposefully done this in aid of the BMW Motorrad Motorsport programme. What interested me was the fact that the swing arm in the bike was still standard which is a rare sight in World Superbikes.

This was most likely the bike I was most eager to ride and I could not believe I was sitting on Ayrton Badovini's bike when out on circuit. The bike literally felt as if it was riding



Lance Isaacs' Black Swan BMW S 1000 RR was sent over to Valencia for the world journals to test



on rails; the power very smooth and usable and it turned faster than any of the bikes I had ridden so far. The suspension soaked up all the bumps as if there weren't any which naturally allows you to only concentrate on going faster and my lap times showed this. I was quite surprised that when accelerating

down the main straight, it wasn't much faster than the very stock bike of Lance Isaacs. This shows how much handling can improve lap times, something a lot of riders forget when modifying their superbikes. I wasn't a happy camper when my time was up on the bike but at the same time was most likely the happiest

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Ayrton Badovini's World Superbike



bloke in the world just having fulfilled any World Superbike fanatic's dream.

Isle of Man TT

Guy Martin, probably to-date the world's weirdest, most animated and craziest racer of all time, rides for Tyco BMW this season and has not had the best results to brag about. Nevertheless, his bike is just as wild as he is. With hardly any traction control, and way too much horsepower, it takes a really brave man to ride it to the absolute limit. Guy definitely has two braver parts than I do between the thighs and I would never ever argue with him about that, ever. I have huge respect for the results he has achieved this year, despite his crash, which all racers inevitably do.

Everything was set up for super-fast road riding, so maybe the bike was not set up for this track, and maybe the lap times were not very good but who gives a continental. The only reason why my time was so slow was purely because I crapped myself! I've been riding superbikes for quite a long time and have even done so at the highest level in the country, but never, ever have I been more afraid to open the throttle to the stop as I was on Guy's bike. Again he is quite a brave man!

Lap times

BMW S 1000 RR - road bike - 1:47.5sec
 BMW S 1000 RR - South African SuperGP - 1:44.9sec
 BMW S 1000 RR - Superbike IDM - 1:42.5sec
 BMW S 1000 RR - British Superbike - 1:43.1sec
 BMW S 1000 RR - FIM Endurance - 1:43.2sec
 BMW S 1000 RR - FIM World Superbike - 1:41.1sec
 BMW S 1000 RR - Isle of Man TT - 1:43.0

It is quite amazing to have ridden all of these bikes and to think that they are all privateer entered machines. I personally think BMW are on the right track here, and with persistence will come huge success. Look out for the post in our feature's section of the website for the full specifications on each bike as well as the direct links to the BMW Motorrad Motorsport website should you own a BMW S 1000 RR or HP4 and are in need of technical help.

It is now a full week after my trip and, if I hold my hand up, it's still shaking a little. What an experience! **SB**

FIM Endurance World Championship bike



British Superbike of Tommy Bridewell



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HOW FAST IS IT REALLY?

SuperBike gets the opportunity to ride one of the most exotic motorcycles ever made and put it through its paces to bring you the facts.

Words: Clinton Pienaar Pics: Gerrit Erasmus





What does everybody want to know about this iconic Kawasaki? Horsepower and top speed we assume so the best way to check, before we even ride the H2R, is to put it on Noddy's Dynojet Dyno and get our hands on a GPS to record an accurate top speed.

Rumours have been flying around that the H2R will achieve speeds of higher than 380km/h, kill a MotoGP bike and, with Kawasaki claiming 321hp, we wanted to get to the bottom of it. So, as luck would have it, Shane Collinson from Silverstar Casino, who is one of the three lucky owners in South Africa, contacted us and offered us the opportunity to use his bike. Shane was so blown away by the H2R that he felt our readers needed to know more about this bike.

So first things first, we got permission to run it on the Dynojet dyno owned by Noddy which, all things being equal, produces the most conservative dyno figures you can get. We'd like to think the most accurate readings would come from this dyno and every other dyno reading that we have published has been carried out on this exact machine, so we really felt this would be a like for like comparison.

Then, to make the test more interesting and relevant for comparison, we got a standard ZX-10 and H2 from KMSA and then Shane's H2R. Something definitely worth mentioning is that when we put the ZX-10 on the dyno, the two eight year old boys with us (my son and Shane's) were standing right next to the dyno while the ZX-10 was at full chat making as much as what a modern superbike can make. The same happened when the H2 was put onto the dyno but when we wheeled the H2R, with its open megaphone, onto the dyno, from the very start of the first run, the kids ran onto the pavement outside the building with their fingers stuck deep into their ears. This is no ordinary motorcycle and it was evident by the looks of panic on both their faces! Even passersby were looking at the building with amazement because the noise generated by the H2R is truly atomic and not like anything else you have heard before.

So, for quick reference, the ZX-10 delivered 168hp @ 13,500rpm (Kawasaki claims 197hp), the H2 delivers 193hp at 11,000 rpm (again Kawasaki claims 207hp) and the H2R delivers 221hp at 12,000 rpm; an extremely impressive number but quite far off the claimed 321hp mark which left us wondering where the hp went. But, before we go down the witch-hunting path, who has ever ridden a bike with 221hp? In any case, claimed figures are claimed figures and the discrepancy of what Kawasaki claim on the H2 and the H2R versus what we achieved needed some investigation. Remember, the claimed figures gives the H2R a 50% advantage over the H2 even though it's double the price at over R600k.

So, where did all the horsepower go? As we know very little about altitude, computer auto tune boxes, and superchargers, we approached Steve Green from RG Motorsports who is arguably the most experienced person in the country when it comes to superchargers, fine tuning, manufacturers claims and real rear wheel horsepower. These are his exact words:

"From the start the two major factors that influence horsepower reading is quality of fuel, specifically here in South Africa which, if I had to guess, is about 60% of the problem and then sea level. If I can just touch on the fuel for a second; most engine ratings from overseas are based on a fuel octane level of 98 which is freely available overseas and is 98 octane. In South Africa, the highest octane available is 95 and most of the time that is not accurate as fuel tests are very seldom carried out in this country. Now saying this manufacturers try and make their vehicles as reliable as possible with self-tuning computer programmes that work with all of these parameters and loads the engine with pre-prescribed maps. Their end goal is reliability above anything else. So for instance, if you ride a bike on let's say what we think is 95 octane, the engine management system will alter ignition timing, fuel input, air mixture and all of the other parameters to make sure that the engine does not damage itself. These systems are so intelligent that they maintain a bit of memory and if you put in the right octane of fuel immediately, it won't immediately change, it will systematically learn the new parameters. We could carry on with this discussion for pages afterwards but space is limited. Then altitude; even on Noddy's Dynojet dyno, which reads rear wheel horsepower, when you put a motorcycle like the H2R on the dyno, the engine management would have already picked up the low air pressure at this altitude. So even though Noddy's machine would give you a corrected horsepower reading for sea level, this bike's horsepower output at this altitude would already be lower because of the intelligent computer programme, protecting it. To answer the question about the H2 and the H2R, if I had to guess, the H2 with its lower (surmised) pressure in the supercharger would be less susceptible to bad fuel and altitude. For interest's sake because of South Africa's low fuel octane, we sell a product called Torco, which is an octane booster. In most cases after testing this product, we have seen an increase of 10% horsepower quite easily." – Steve Green

We also then approached KMSA's Gavin Lightfoot to get his opinion, as he'd received a response from Japan with regards to this question of ours:

"The factory tests engine output in PS which is basically the same as HP[1HP=0.9863PS] at the crankshaft and NOT on the rear wheel, they test under strictly controlled conditions as their main aim is to produce as much consistent power

and reliability as possible. The reason why their testing is not performed at the rear wheel is because there are parasitic losses through the drive train due to friction from amongst others, the water-pump, alternator, gearbox, clutch, drive chain and tyre which all affect the power at the rear wheel. The factory's test facilities are also able to simulate ram air effect which contributes to the rated output figure.

During factory testing there is a huge volume of fresh air supplied to the engine intake the same as you would expect to find in a dynamic situation (on the road) -200 litres per second, the supercharged engine produces a lot of heat at full load, the factory's test facility is able to remove the hot air and exhaust fumes at a rate of 600 litres per second from the engine and exhaust, these factors all have a significant influence on the power output of the engine.

The bottom line is that it's very difficult to produce the same dynamic conditions on a Dynamometer as you would experience while riding at high speed on the road!" – Gavin Lightfoot

So, in summary, as the H2R is in a high state of tune, it would be more affected if one or more of the other parameters are not met and hence the big difference in claimed and actual hp.

Well enough about the paper wars because at the end of the day who really cares what a piece of paper says. If you want a piece of paper to read 300hp there are quite a few dynos around Johannesburg that will get you very close to that number even though the Dynojet shows 221hp. The real question here is what 221 horsepower feels like on the road.

We wanted to take the bikes to the track and compare all three of Kawasakis top end sports bikes against each other so we headed off to Red Star to compare the three bikes in real life terms around the track. Now again, pieces of paper that float around with horsepower figures printed on them are one thing, but actually sitting in the cockpit of the bike, while holding the throttle completely wide open in second gear, with all the electronics countering lift control, slide control and giving you as much boost as you can possibly handle accelerating in a forward position, tells a totally different story. Let me tell you that this is unequivocally by far the hardest accelerating motorcycle I have ever, ever ridden. Ever!

Two months ago in the editor's note you will recall that I was harping on about how the H2 accelerates, never mind that the end horsepower was not that impressive. The way that these supercharged bikes accelerate is nothing short of absolutely mind-blowing. Please look at the YouTube video we created which shows Gareth on the H2 and me on the H2R. Now Gareth is a better rider than I am, and most probably accelerates slightly quicker out of the bends than I do but, even having said that, once the H2R is standing up straight with all the power going through the back wheel, it passes the H2 like it is a 600. The control and ease of operation of the H2R is nothing short of astounding and the Bridgestone slicks, that come as standard, just gel with the bike and everything comes together beautifully. Kawasaki don't sell it as a racing track bike but, I have to tell you, the electronics, power,

chassis, weight and the slicks on the H2R make the H2 feel a little lethargic by comparison. So much so that I can't believe I am actually writing this just two months after my mind was blown away by this very same H2. Technology is a blink of an eye and who knows where all of this will end but I'm just glad we are able to be part of the technology ride with all the engineers trying to outdo one another!

But now, how fast will it go given a long open stretch of road?

First off, where do you find an open stretch of road where you can do this kind of testing as Gerotek won't work? Our initial thoughts were our normal satellite road but, after hearing about how many hedgehogs cross that road by the locals, I quickly chickened out so we spoke to the HBC1000 guys to find out where the best route would be. They suggested the Garankua highway towards PTA and we got them involved with getting the necessary permissions from

the authorities at Road Traffic Management Corporation North West. Fully kitted up in leathers, with an open four kilometre stretch of highway ahead of me, I pulled away. My first run, although a clear one, wasn't perfect, because I think I ran out of a bit of bottle at the top when I got to 328km/h on the GPS. I needed to make sure I was giving the bike the full benefit so I did a second run, this time keeping the bike flat out in sixth until it crept up the speedo, finally reaching 357km/h (see photograph courtesy of Go-Pro), the GPS reading 335km/h which is exactly a 20km/h difference (photo of GPS). Would it go any faster? Most probably slightly, yes, if you could tuck in a little more and weigh a little less but maybe only 5km/h at the max. This was in sixth gear for at least two kilometres, flat out in top gear trying to achieve this. This speed was an absolute achievement for me and is the highest speed I have ever reached. And How did the bike feel at this speed? Surprisingly





“I needed to make sure I was giving the bike the full benefit so I did a second run, this time keeping the bike flat out in sixth until it crept up the speedo, finally reaching 357km/h”

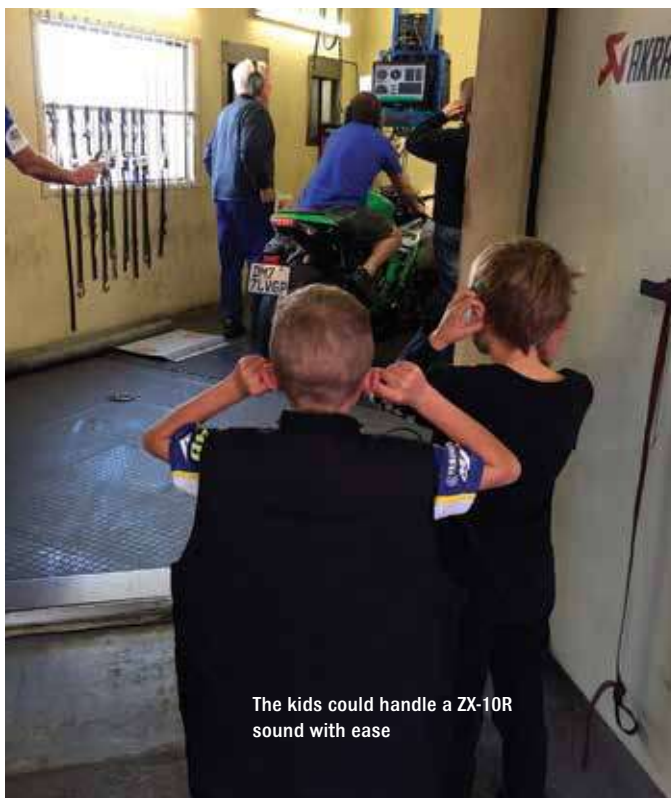


stable although the two little wings on the left and right which pull the bike down to the ground made me feel every little bump that I went over. I must tell you that the H2R, at the end of the day, left me absolutely astounded and this is by far the fastest motorcycle you can spend your money on by a long shot. If you look at the YouTube videos we created you can see the speed at which the bike catapults you forward by using the bridges as a reference.

Are there going to be more bikes in the near future that will topple the H2R off its pedestal? I have to tell you that I don't think there will be. The feeling of going so fast is exhilarating and fantastic, although it does make you feel like you are gambling with the grim reaper a little which is a bit pointless in the grander scheme of things. The scary fact about this amazing top speed that I am so ready to brag about is that at Mugello, the MotoGP guys achieve at least 10km/h faster every single lap, slip-streaming one another while trying to out-brake the competitor as they head into quite a tight right hander! These guys are simply superhuman and all of us need to up the respect we already have for these superheroes.

In summary, can you justify one H2R for the price of two H2s or, even worse still, the price of four ZX10s? If riding something that makes you feel like a million bucks, which you unequivocally know is the fastest production bike on the planet and sticks out like a Star Wars fighter jet in a parking lot, you must look no further than the H2R. It makes everything else around it look and feel extremely ordinary and I wish I had the money because I would definitely have one in my dream garage.

Unfortunately, this fantastic day turned into a bit of a nightmare for me. After our speed testing, pictures and video work were done, we decided to stop and have a quick lunch. When we left I was going to ride the MV home but was offered the H2R and I clearly remember thinking that the small crowd of people who had gathered around the H2R would love to hear it, so I pulled away briskly. There was a taxi and a car which an eye-witness says I missed by a mile, accelerating in a nice arc between them. Then there was a puff of dust under the bike, and the bike apparently veered off the road where I hit a storm water drain and then a tree and was airlifted to Milpark Hospital. Long story short, I wish I could remember anything about the crash, but I can't. I was out for nine days, apparently nearly losing my life as my blood pressure was incredibly low and they could not get that sorted for quite some time, even in hospital. I broke my right elbow, right femur and lower right leg while the rest of me was quite battered and bruised but, hey, I'm alive and very appreciative of this. Did I tell you that my poor wife was at home with our one week old baby daughter at the time of my crash? My timing stinks I know and also crashing one of the most expensive bikes in the world is hardly the way in which I wish to be remembered. To Shane, thank you for letting us use your bike and for being the gentleman you have been, this has not been an easy recovery for me. As a matter of fact, this is my first story since the crash and I'm writing it only using one eye as I still have dried blood in my left socket. They offered an injection in my eye but I offered time in return. No



The kids could handle a ZX-10R sound with ease



Standard H2



Clint explaining the difference he felt on track between the three bikes



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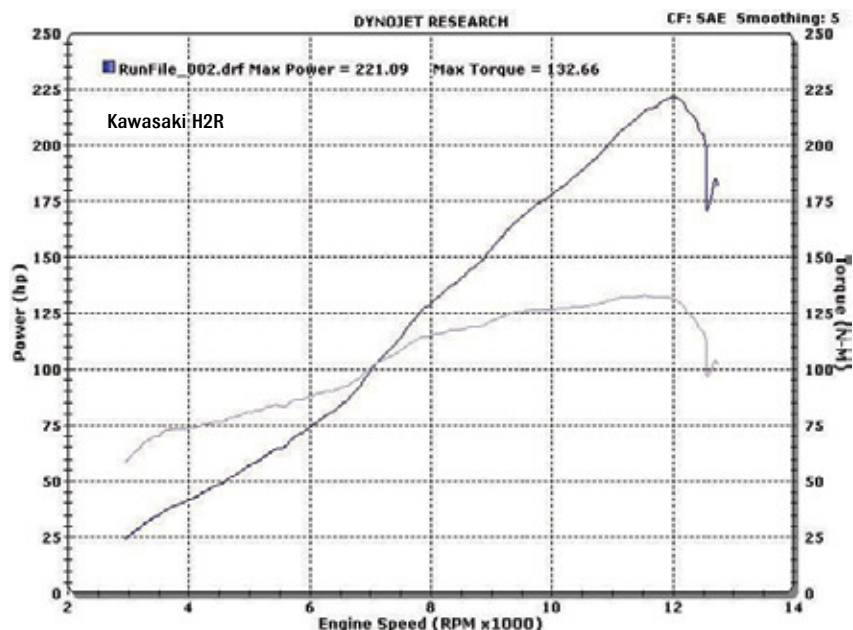
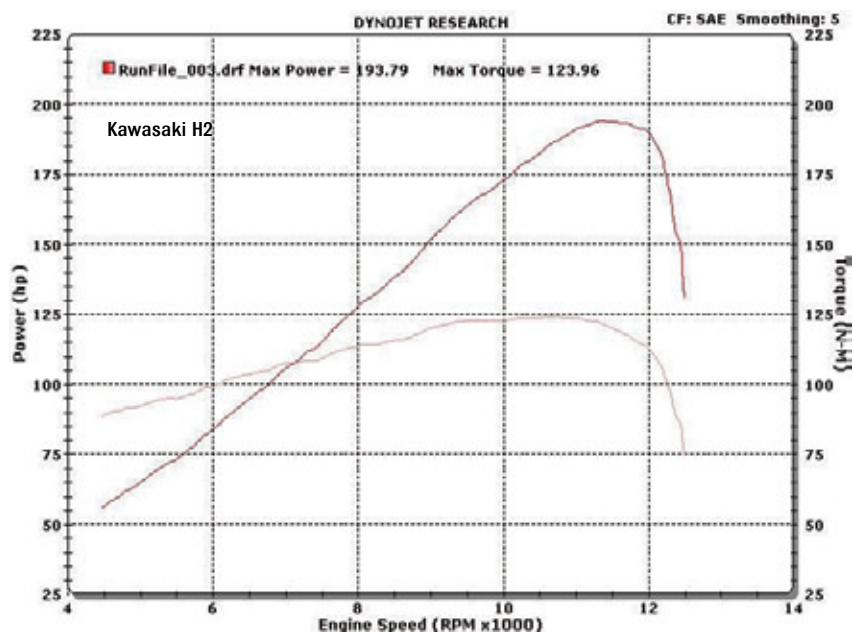
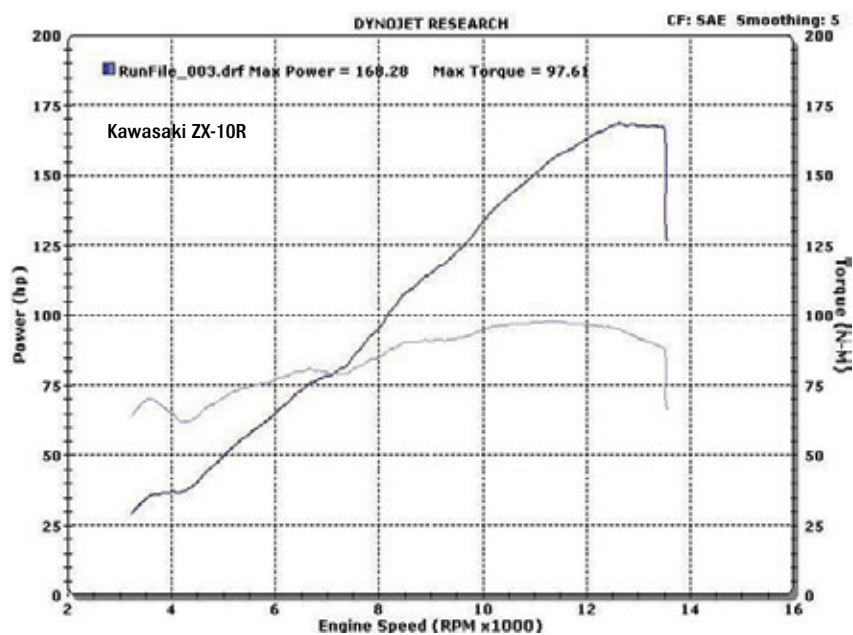
needles in my eye thank you very much!

This crash has really been bugging me and a theory from one of the doctors is that I might have blacked out momentarily and rode off the road myself. Apparently after doing some high heart rate activity, like the speed testing, and then completely relaxing afterwards, followed by eating could raise the blood sugar. Then if you jump back into the same activity after being so relaxed, you could feel light-headed and momentarily black out, but who knows and hopefully time will paint the full picture.

I'm now back at home with my little family with titanium in my right leg, from my hip all the way down to my heel. I'm feeling a little better every day, although this is going to be long road to recovery. To everyone who sent messages and prayers, including the CMA guys who came to pray in the hospital's parking lot and then revved their bikes when they left, all I can say is thank you. I've had so many humbling experiences this last month and I feel blessed to still be here with my family. I have also learned to appreciate my life a little more and be more thankful.

Will I ride again? I am sure by the time you read our next issue I will have been on a bike again and I can't wait. Hopefully soon, more of the crash will come back to me as it's a huge puzzle. **SB**

The kids ran out as they were busy with the H2R on the dyno



Dyno runs done by BikeWorx - Randburg



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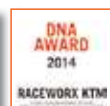
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HEAD-TO-HEAD

The BMW R 1200 GS Adventure has been king of the mountain for a long time when it comes to big adventure bikes so is the new KTM 1290 Super Adventure going to take its crown away?

Words: Clinton Pienaar **Pics:** Gareth Davidson

Up until now, comparing the KTM 1190 brands against the GS Adventure has been a bit like comparing oranges to apples. KTM has made no secret about the fact that their four offerings in the adventure market cater for four very different needs, with the 1050 being the soft off-roader introduction to adventure riding, the 1190 R being their off-road conquering beast, the normal 1190 as the performance model and now the 1290 as their adventure touring model.

BMW on the other hand, especially here in SA, have pushed the off-road prowess of the GS Adventure; think of GS Challenges, ECO events and even the way in which they have launched the GSA bikes. A lot of the off-road urban legend status has also come from "The Long Way Around" not to mention "Die Man van Staal", Jan Staal and all his exploits through his Country Trax training school.

So is it fair for us to compare these two bikes? I'd say 100% yes! If you look at the 1290 next to the 1200 GSA, you get the

idea that the brief for the design guys at KTM was to copy the basic ergonomics but maintain the KTM character while trying to better every point. For us there are only two adventure bikes that offer 30 litres of fuel capacity and it would seem as if these are the perfect two bikes to put head-to-head.

First off, what do we want to test? As we are SuperBike Magazine we obviously want to test the performance parameters, we'd also like to compare them on the open road touring aspect but, as they are





both adventure bikes, we'd like to take them off-road as well, not too technical because that would be missing the point but at least a little rougher than just a plain dirt road.

First off the dyno at Noddy: What is most apparent is the low down torque of the KTM, even though this is a bored out version of the 1190, with the 1190 having its origin from the RC8 motor. The one thing lacking with the 1190 motor is the low down torque and during our last test the 1200 GS LC trounced the KTM on the roll-ons. This time, and only with 100cc capacity increase, KTM seems to have found the missing torque. This bike pulls from just off idle and carries on to the red line. As a matter of fact the RC8 ancestry can be felt as the power and torque climb linearly and do not taper off. The end result is that the KTM has the BMW beat on the dyno runs, but what about in real life?

Off to the satellite road we go and Gareth, being the smallest pilot of us all, gets suited up and we send him on his way with our GPS attached.

GS speedo reading: 231 km/h

KTM 1290 Speedo Reading: 249 km/h

GS GPS true speed: 220 km/h

KTM 1290 GPS true speed: 241 km/h

So in truth, top speed run goes to the KTM with almost a 10% advantage.

We then strapped our Race Logic instrument to both bikes individually and did the 0 to 100, 0 - 400m which is almost a 1/4 mile drag and even the 0 to 200km/h drag, again the KTM showed the BMW the way.

| | KTM 1290 Super Adv | BMW R 1200 GS Adv |
|---------------------|------------------------------------|------------------------------------|
| 0 to 100km/h | 3.3sec | 3.5sec |
| 0 - 400m | 11.2sec 206.3km/h | 12.5sec 193.4km/h |
| 0 - 200km/h | 10.6sec | 13.3sec |

We did some roll-ons again which caused all the controversy last time, and from 80 to 100 and 120 and 140, the KTM pulled away from the GSA fairly convincingly. This new motor, with only 100cc more, is quite a lot torquier than the 1190 mill.

So again, the big KTM has the GSA beat. Each run was done by me on a flat, level road and I did three runs on each, taking the best run on each bike as the figures we are publishing. The fuel level of both bikes was also the same as you could potentially have a difference of 30kg with regards to this alone.

So on the performance side of things, the KTM has the GSA well beaten but, as these are not really superbikes, how do they stack up on the open road with regards to touring and how do they compare in the pillion comfort set up. So Natalie from our office was pulled in for pillion duty.

Both bikes offer phenomenal wind protection with both having clever one hand adjustable screens that any sized rider can



The KTM is a lot of fun on the dirt!



The GS can still hold its weight on one wheel



Also a lot of fun on the tar!

adjust to 100% his or her preference. Even the pillion can suggest the perfect height to minimise buffeting on the back. Both front seats are height adjustable for the riders but most people would adjust the seat height for ease of handling the bike once they have stopped, or because of personal vertically challenged restrictions. I know of a few tall riders who actually enjoy sitting on the lowest setting just because they sit more in the bike and out of the wind. You'd have to play with both settings to find out what you really like. On this front both bikes are equal and the electronic suspension

which is found on both now starts playing a role in the out-and-out comfort setting for the long miles. The KTM has still got its KTM character; it is for sure the sportier of the two bikes in personality, handling and execution. In soft setting I found the BMW to soak up the bumpy SA roads a bit smoother than the KTM and here I need to give the para-lever system of the BMW a compliment. It's not for everybody and normally when you get someone on a BMW for the first time the character of the para-lever system feels different. It does not dive when you brake and this in itself



gives a very different feeling to bleeding off the brakes when going into a corner, but once you get used to it most people, including myself, love it. Interestingly, front drive under braking on the KTM with its semi-active suspension, is also almost completely absent so even while cornering the two bikes felt fairly similar, both hiding their abundant weight very well. The KTM's non-adjustable steering damper is turned up more than the BMW's also non-adjustable one which gives it fantastic stability, only punishing it a little at idle in technical off-road sections, but more about that just now.

So the verdict for open road touring is close, but the BMW in soft setting has the advantage over the KTM. Here we are putting out-and-out comfort as the criteria for winning this segment. Our pillion's feedback was that both bikes are similar except for on winter days when the KTM is 100% better as it comes standard with a two-way adjustable heated seat for the pillion and rider. We could not test this for Nats as we rode on warm days but you just know she would like a snuggly warm bum.

Then off-road; we headed out in the Buffelspoort Dam's direction to get on top of the hill for some cool pictures. On this day we kept all the panniers and top boxes on, so both bikes were fairly loaded when we headed out. Interestingly the KTM is much more susceptible to weaving, yes in the top box they state you must not exceed 160km/h and, yes, I am talking about speeds but who in SA reads stickers and does what they say? It's not alarming but riding the two bikes back-to-back it's very apparent. The top box on the KTM is almost twice the size as the one on the GSA but still. Both bikes set to their off-road setting they are again very equal. Just something worth mentioning is that the KTM, being the more sporty of the two, and let's face it, has always been a little more rider focussed in the past, has missed an opportunity here to endear itself to the rider a little more. With the BMW, you can set the bike up quite easily and it must be said more quickly than on the KTM because once you've chosen how you want the bike set up that is where it stays. With the KTM, however, every time you switch the bike off you have to go through the whole menu again to ask some Austrian professor's permission to switch something off which they deem will save your life. I know that with the 1190 you can actually opt to buy a toggle to do this and if I had to own the 1290, I would definitely do this. On stop and go rides this process actually irritates you a little.

So open road off-road, both bikes are very equal with the BMW just edging ahead because of the ease of the settings and because they actually trust you as the rider to choose your own set-up and stay with it. Then climbing off the dirt roads and getting to the top of the hill on a two spoor stoney road while standing up in first and second gear; here the BMW does shine through a little with its motor that is totally happy working just off idle, and the softer set steering damper making quick adjustments from far left to far right and vice versa quicker. Their motor, although fatter, is also lower. I wish we had a scientific way in which to measure the centre of gravity but I'd put my house on it that the BMW's centre of gravity is quite a bit lower than the KTM's;



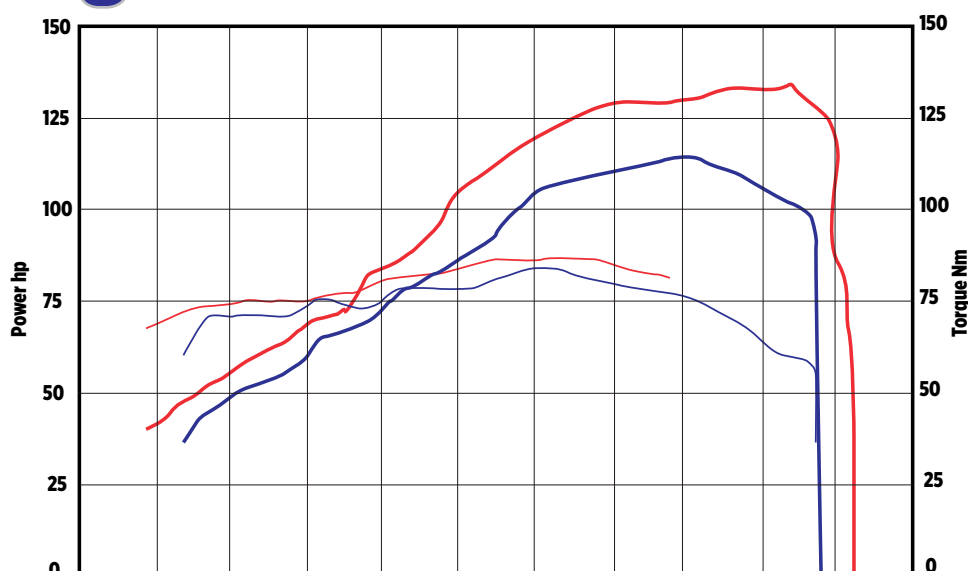
The discussion about the bikes



KTM 1290 Super Adventure - 132.85hp - 87.5Nm



BMW R 1200 GS Adventure - 113.85hp - 80.5Nm



it's just a little easier to manipulate on a goat track. Again, you are not going to find yourself on a goat track often, it's just that we magazines do try and test the limits.

So in conclusion, has KTM 1290 Super Adventure come and stolen the BMW 1200 Adventure's crown? You can't even enter

price into the equation as the KTM costs R220,000 full house without panniers and top box and the BMW costs R217,170 also for the full house version. The panniers on the KTM will cost you R17,000 for all three and on the BMW they will cost you R24,824 so the pricing is fairly close and is not going to sway

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you in any direction. Even resale values for KTM are now comparable to BMW as that has always been the last nail in the coffin for those going up against the Germans. The national dealer network is now also better for KTM than what it has ever been, maybe not quite on par with BMW right now but it's not streets behind and both offer roadside assist. On the performance side the Austrians have beat the Germans fair and square and if it's performance you are after in a big adventure bike, look no further. The KTM also has a sportier personality just in ride and persona which I realised fairly quickly as the bike was my daily transport in JHB for two weeks. I wheelied it all the time and could not help myself because it is not totally unlike the 990R I loved so much, just a little fatter but with lots more power. The open road and off- road prowess is as close as dammit and it will almost boil down to personal preference above all else. Where BMW has the KTM beat is in the Motorrad days for example their ECO or GS challenge events where so many people come and enjoy similar bikes on similar terrains. BMW has been the market leaders here for so long and there is safety and budget in numbers.

In the end it boils down to personal taste but the KTM has put something on offer that more than challenges the leading brand. 



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THE COOL FACTOR

What is it with this word 'cool' in our modern world? It seems it no longer means something that's not hot.

Words: Bill Hunter Pics: Various

More like, 'you're so cool', 'that's cool', 'I feel cool', or just simple 'cool', which I think plainly means the forgotten English Oxford dictionary equivalent of good, or nice. Whatever the explanation is for this icy word it seems it's here to stay, much like the engine configuration of the Moto Guzzi brand. And, if you wanted to use this word in another context use it profoundly when you ride this Audace (pronounced Orr-dach-eeh, if you don't speak Italiano), because I haven't ridden anything for a long time that makes you feel so damn cool – so there.

Believe it or not this gargantuan motor, which Moto Guzzi call their 'big-block' engine, is the largest V-twin ever to be manufactured in Europe, or Mandello, Italy, to be more precise. And what a whopper it is and very cool to look at, and I don't mean myself in tight fitting underwear either, or maybe I do – visit www.advanced.ego.com if you'd like to see the images, maybe not?

Soft porn pictures aside there's nothing soft about the imposing appearance of this monster muscle bike or power-cruiser as I'd prefer to call it, along the same mould as the Ducati Diavel, Suzuki Boulevard, Harley V-Rod, etc... and after week on this beautifully made beast this is my favourite bike in this class because it makes you feel, er, cool (must stop that now or my old English teacher will send disbelief messages on Bookface).

No other Guzzi I've ever ridden is so well built and I think its R209,000 asking price justifies the amount of metal you get, and there's lots of it with a weight of 299kg, which sounds a lot I know but all big cruisers substitute mass for outright performance anyway. But do not be fooled by this massive transverse air/oil-cooled 1,380cc lump, because it chugs out 98hp, which doesn't sound too big for 1400cc, but how about 121Nm @3,000rpm, oh yes, now that's cool, er, very impressive I mean. And that's where the heart of the Audace lies with more torque than a battle ship and short shifting in that fat figure is a trait the 'others' cannot come close to. Not to mention, from the front view, that nothing is so dramatically imposing and this is without doubt my favourite Guzzi of all time and I'd certainly be extremely happy and pleased with myself to wake up in the morning and see this in my garage. A bit like finding Jennifer Aniston making coffee in my kitchen wearing one of my treasured t-shirts, but due to my bank account situation probably neither will happen, but you never know, right?

Hollywood fantasies aside the finish on this gorgeous matt/orange/brick-like colour tank cover would easily match Jennifer's complexion and as much fun to polish, did I just say that? But honestly, if

you wanted to waft down Hollywood Boulevard and look enviably cool to every pedestrian, buy a Moto Guzzi Audace, it deservedly belongs there.

So cruising and showing off is where the Audace excels but what about when you come to a series of twisty bends you ask, and rightfully so, because most power cruisers in this area are about as much use as a snorkel on the moon. Well in this case the Audace isn't like that at all, in fact it's surprisingly good. Proper suspension is the result of its quick turning attributes, even though it has a 1,695mm wheelbase. The forks are non-adjustable but the damping parameters are well chosen as are those





'cool' twin rear shocks with remote gas tanks. Just tip and turn and the Audace enjoys your commands with vigour and it's quite an entertaining package, unlike some Guzzi's I've ridden. And, if you're going too fast, which you probably will be, then the powerful radial Brembo monobloc callipers and 320mm discs will stop you as quick as a vicar walking into a brothel when the blindfold is removed.


A lot of the riding fun has to do with the riding position, I'm sure. The footrests are only slightly forward instead of extending

your legs like you have TV sofa cramp that most power cruisers seem to have and the low 740mm seat height, that even a crab could sit on, keeps you where you need to be. The tiny rear seat is also detachable so you can expose the big rear fender with its pretty LED lights in a true 'bad-ass' manner, which is nice. However the best thing about the riding position is that super-chunky flat 'bar that makes you feel like you're going drag racing instead of posing. And, in front of that is the world's biggest rev-counter, more like a wall clock,

and I really liked that at night, a lot.

This giant clock shows off all the stuff you need to know with a LCD display in the middle relaying your electronic choices. Oh yes, the Audace is also full of the modern day desirable electronic packages buyers demand. Three levels of traction control (ABS), three power modes that I just left in maximum veloce mode and you can pair the Audace to your iPhone or the like and fiddle with a thousand things to add even more flavour. There's also a cruise control and heated grips for winter warmth, so

as you can see the Audace (meaning 'Bold' if you'd like to know) is well equipped to say the least.

So this Audace, as you've gathered, is my choice of the power cruisers at the moment because it's so unique, individual, very good to ride and so damn cool, and that's the last time I'm going to use that word. Cayenne are now the official importers for Moto Guzzi www.cayenne.co.za and even though their shop is in Gauteng they guarantee they'll get your new Audace, or any new Guzzi, properly serviced nationwide, which is reassuring. Or, if you're in the area go for a test ride and experience the Cool Factor on a completely different level, I did and loved every minute. 



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LEISURE HEAVEN

2015 PONGOLA 500

Words: Thomas Bohm **Pics:** Various

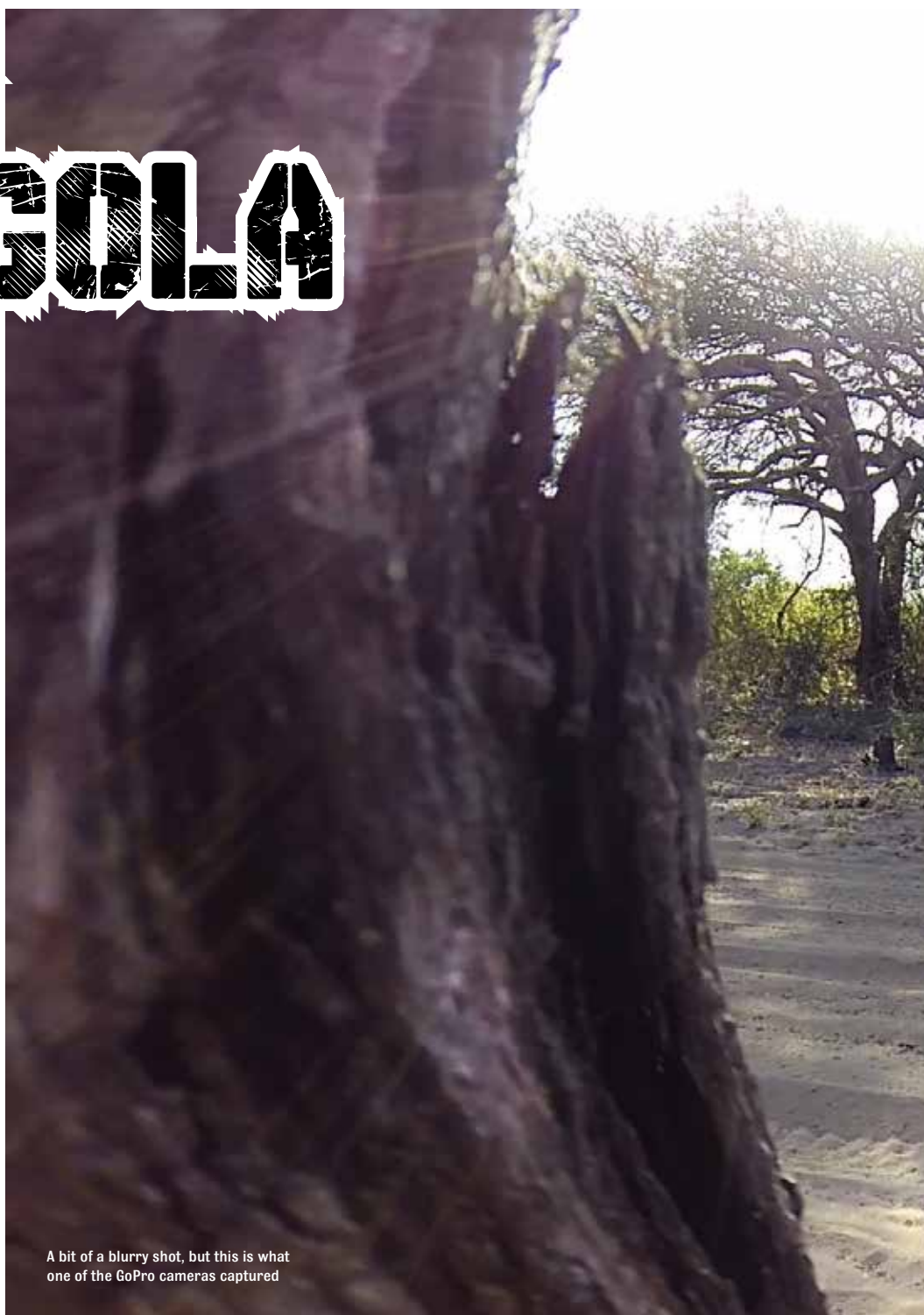
The Pongola 500 is the madcap brainchild of multiple championship winner on bikes and quads, Dallie Terblanche.

It's a one-of-a-kind event based in Jozini that offers the aspiring Dakar wannabee racers the opportunity to gauge their riding skill and fitness in a one day, gruelling 450km challenge, without the complication of racing licences and other documentation. It's not a race but an event that you, as participant, try to complete the challenge you have set yourself.

The event takes place conveniently just a few weeks before the Amageza Rally and therefore a lot of Amageza participants use this event as a last shakedown before the big one. That does not mean that only the pros ride the Pongola, no there are three different routes on offer which are navigated by GPS, that are either technical, challenging or a combination of both. In other words everybody who rides big adventure bikes right down to the Rallye raid machines is accommodated.

The swishy Jozini Tiger Lodge hosts the motley crew of bikers with a lot of wives and girlfriends joining their "racer" partners and making full use of the facilities that the lakeside hotel offers, while their partners are losing blood, sweat, tears and their senses of humour on the challenging routes that Dallie dishes up, with the first 80km sandy river section of the Red and Black Route sorting out the men from the boys early on.

Varying degrees of sand epitomises this "race" with all the routes being liberally sprinkled with the loose stuff - you will either love or hate riding on soft sand after participating in the Pongola



A bit of a blurry shot, but this is what one of the GoPro cameras captured



Roger, Dallie and Greg





Fuelled and
ready to go



Riders playing
follow the leader

Nice and big 990
must have been
a hand full



Riders waiting
to cross a very
narrow bridge

500. Single track and Jeep tracks make up the rest of the route with some "liaison sections" that consist of bigger district dirt roads, giving the riders a chance to rest weary bodies. Fuel and cold drinks are on offer at the local villages with the bikes always attracting a crowd of excited youngsters who just want their photo taken with the colourful bikes.

Dallie sets a cut off time for the Red and Black Route at the halfway fuel stop, with many riders having to bail out on the tar section in order to make up time, with quite a few riders crossing the pedestrian bridge over the Pongola River 5km before the finish as the sun was setting

Saturday's boma dinner evening is a jovial affair with spot prizes being presented to riders who had a few "lack of talent" moments, with the party continuing until late in the night, despite sand-filled eyes.

Are you looking for a new challenge and a reason to get fit? Get some buddies together and enter the Pongola 500 next year, you might not complete the event on your first attempt but you will have a lot of fun trying. **SB**



A very happy bunch of blokes



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ALL IN AID OF A FELLOW RIDER

The PE to De Aar charity event, hosted by Ian Meaker, departed from Port Elizabeth on Thursday the 27th August 2015, from East Cape Ford. A total number of 17 riders attended the 500km odd ride and were accompanied by a back-up bakkie provided by Alan Percy of ECM.

Words: Ian Meaker **Pics:** Ian Meaker

The reason for the PE to de Aar event was to raise money to fund a prosthetic leg for Robby Bevan of Knysna who lost his leg in a motorcycle accident.

The group rode through the Baviaans on the first day where they encountered a fair amount of water and mud after some recent good rains. Despite the wetness, the going was good, however, during the last bit into Willowmore, they endured a cloud burst of note which made the last stretch quite hectic for the riders. Luckily everyone arrived safely and enjoyed a good night's rest at the Historical Guest House in Willowmore.

On the second day, the guys were re-routed on a bit tar as the roads were very wet and had loads of slippery clay, again due to the rains. They rode from Willowmore to Aberdeen on tar and then took the Beaufort West tar road so that they could miss the worst of the mud. Ian then took them back on the dirt to Three Sisters and, after refuelling, via dirt to Victoria West. From there they went to the Jules of the Karoo Lodge which is an amazing place situated south of De Aar. There the group encountered a large amount of interesting mud where a few guys decided to lay the bikes down and check the sump guards out but it was all good and everyone survived!

The third day saw the group leave the lodge and head into De Aar via a really great dirt road, then from De Aar to Richmond and then on to Nieu Bethesda. After a refreshing drink at Ganora Lodge, which is also a first class place to visit should you happen to be in the area, en route to the next destination, the Mad Vet, Juan Batt, decided to park his GS 800 in a hole. He flipped the bike over onto the handlebars and landed on his butt in the bush. Despite being a bit bruised he was, however, in good spirits and







All the riders clean and ready for the long journey

subsequently received a penalty that evening for being inconsiderate to his fellow riders for not making sure that they were all able to watch his spectacular cartwheel!

After breakfast on day four, the group headed on dirt to Graaff Reinet via a spectacular route through two game reserves where you see herds of game but, unfortunately, due to heavy rains, left the sand for the tar to get to Port Elizabeth.

All in all a very good ride despite the weather, a fantastic bunch of people and a worthwhile cause. On this particular trip there were four 1190Rs, five liquid cooled GS 1200s, one GS 800, one 1200Z Tenere, one 660Z Tenere, four KTM 990s and one KTM 950, which goes to show that just about any bike can handle the trip. Watch the press for next year's ride and please do get involved. **SB**



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Pics: MotoAmerica.com

South African rider, Cam Petersen obtained his first ever podium in the Moto America Supersport Championship in September. He managed to finish second in tricky conditions.



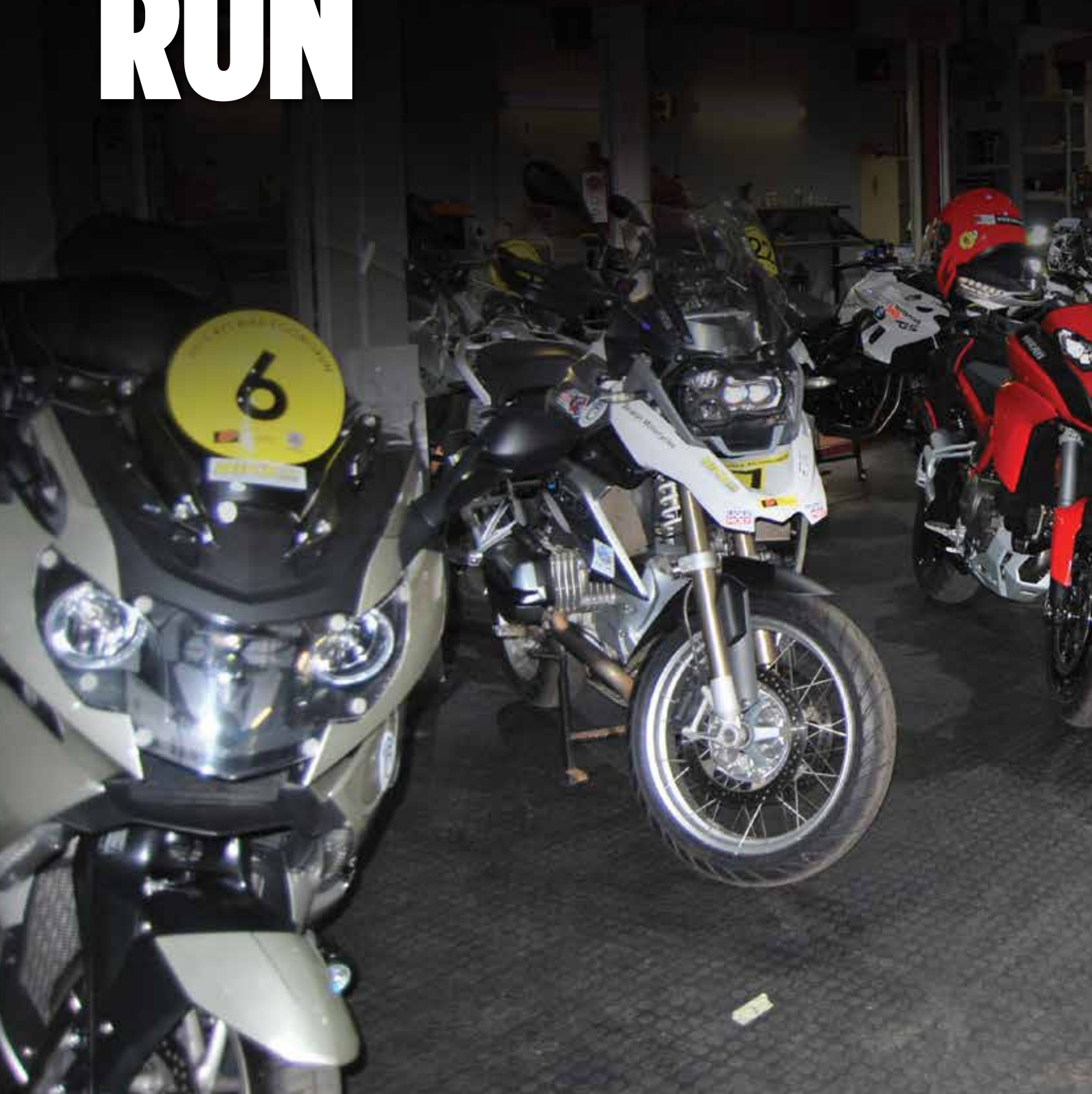


35TH RFS ECONOMY RUN

What is the RFS Economy Run
all about?

Words: Thomas Böhm

Pics: Michèle Jordaan



Fuel use obviously: The one that uses the least fuel wins!

Timing: You have to clock in at a given time at the end of a stage, late arrival will earn you 500ml fuel penalty per 1 minute of lateness.

Navigation: A route schedule that is operated by a scroller is supplied, take a wrong turn and all goes seriously pear shape.

Calculating: The rider keeps on making sums to calculate speed and arrival time.

A bike that uses little fuel: hard tyres - 3 bar, new air filter, good quality oil and a non-o-ring chain, and remember even if the

bikes are the same model does not mean they will deliver the same fuel use figures, some are just better than others.

Aerodynamics: Riders crouch as low as possible over the tank in order to offer the least wind resistance.

Weight: The lighter riders including the girls seem to be the winners as it is in most motorcycle sports.

Cool head: Only riding a perfect event with no mistakes, will return the silverware.

So that what it takes to win, but not all 65 riders that entered were that serious, most enter because the event is a load of fun with a lot of riders returning year on year

to see if they can better their own personal best.

RFS Holdings, a Retirement Fund Solutions Company (www.rfsolutions.co.za) are the sponsors of the event and also the host on the Thursday evening, where after fuelling and scrutineering the bikes are impounded in "Park Ferme" at their premises in Pretoria.

Friday sees an early start at 07h30 with a 650km route via Tzaneen to the Numbi Hotel in Hazyview awaiting the anxious riders. The first 2 stages started relatively calmly with no big traffic problems and good riding conditions returning good results, with all riders smiling apart from one or two who made navigation errors.

After the refuel at the end of Stage 2 at Letsitele the event organiser, François



Jordaan, threw a cat amongst the pigeons during stage 3 with a higher than average speed on the route that included the mountain passes surrounding the Blyde River Canyon. Friday afternoon and bumper to bumper traffic saw a lot of worried riders trying to navigate the melee that is Hazyview on a late Friday afternoon, with a few participants earning a penalty for lateness.

Friday evening saw most riders off early to bed in preparation for the 294km day 2 that would include Sudwala Caves, Long Tom Pass and the famous "22". After a leisurely breakfast the riders refuelled and then took on stage 4 that saw a few riders making navigation errors in Nelspruit. With stage 5 that included Long Tom Pass twice, many riders were worried about the dangers that lurked on the scenic pass; remember to get the best fuel consumption you want to use your brakes as little as possible.

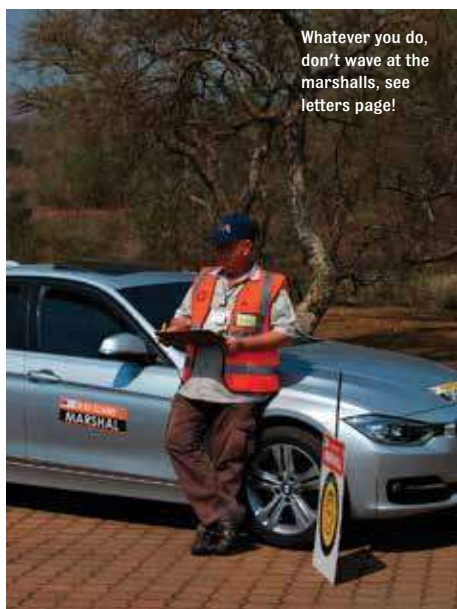
The riders returned to Hazyview via Kiepersol with varying degrees of confidence as to the fuel use figures achieved, with competitors keenly comparing the amount of fuel that it took to fill the bikes for the last time.

Prize-giving is a gala event with a table full of silverware on offer for the most determined riders and prize money thanks to a generous sponsor.

I asked Shado Alston, the 2015 event winner with a new record of 2.7 litres/100km on a Honda 750, after not succeeding last year, what his secret was? He replied 950 km of sheer determination, concentration and pain. Visit www.econorun.co.za to see the full results list. **SB**



Start point



Whatever you do, don't wave at the marshalls, see letters page!



Shado Alston, event winner



Arnold Olivier from Triumph SA



Lize de Beer attending her first Economy Run



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Thomas Böhm red in the face, is it a bit hot next to that blonde bru?



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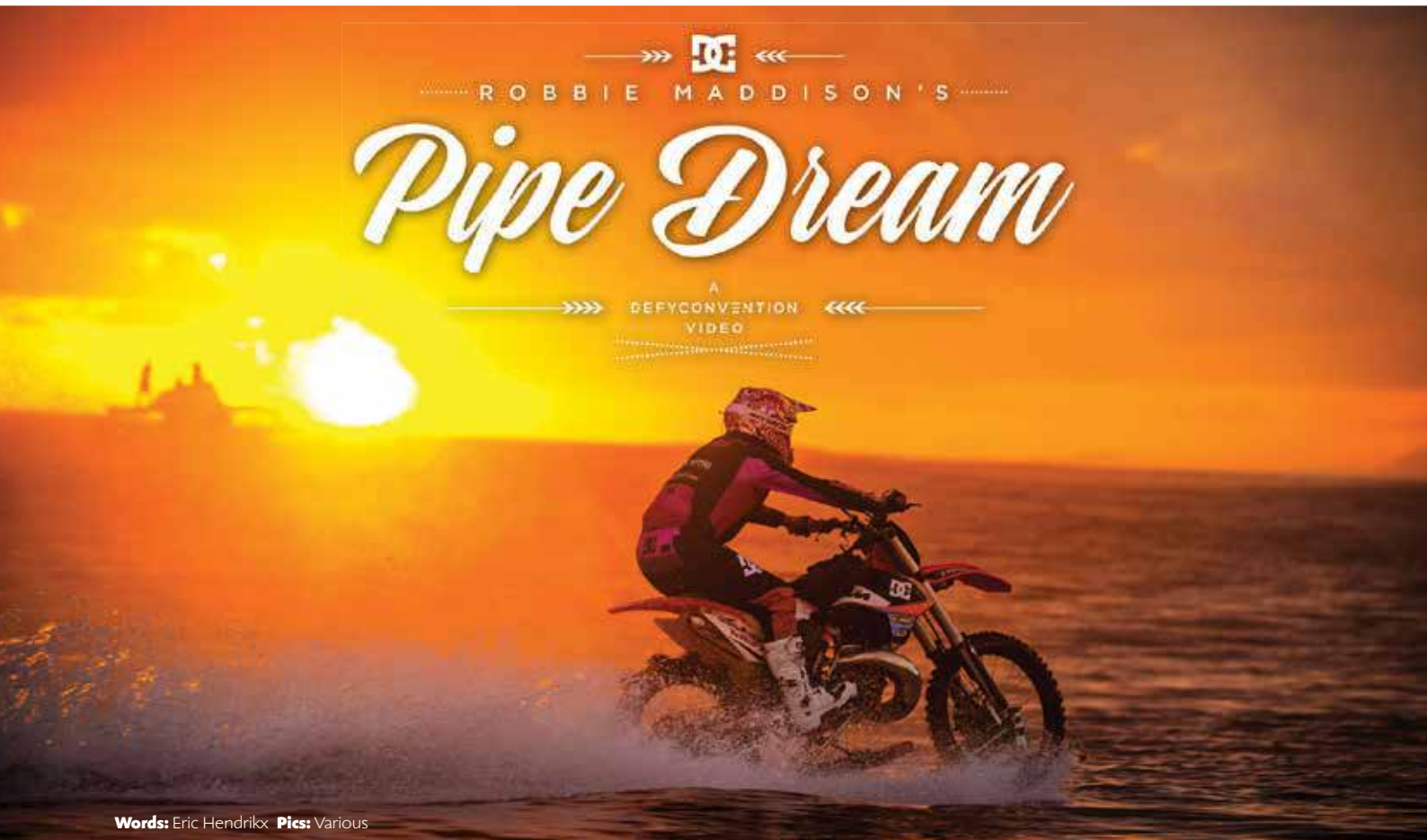
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Words: Eric Hendrikx Pics: Various

Suited up in full freestyle motocross gear, Robbie Maddison stood on the deck of a barge bobbing off the coast of Tahiti and prepared to live out a very literal pipe dream: Riding his motorbike directly into the maw of the world's heaviest waves.

Despite the presence of a full camera crew, and a rescue team in position along the menacing saltwater terrain of Teahupo'o, the man known as "Maddo" was understandably nervous.

"I'd become quite terrified, trembling in my boots," he confessed. "But I made my bed and it was time to lie in it."

Risk is nothing new to Maddison, a 34-year-old Australian motorbike stunt rider whose resume includes a legendary New Year's Eve jump onto the top of the Arc de Triomphe in front of the Las Vegas

Paris hotel and a history-making leap over the Corinth Canal in Greece. But this was something different; aside from its recognition as having the world's heaviest reef breaking waves, Teahupo'o is also one of the most dangerous surfing spots on the planet, with five recorded deaths since 2000. Loosely translated from Polynesian, its name means "the pile of heads."

So what drove Maddison to tempt fate – and push the limits of technology? It all started during a wakeboarding adventure with friends. While riding on the water, Maddison realised that with the right

mechanics, he could combine his love for moto and surf. His epiphany led to the development of a dozen different versions of custom skis that attached to his dirt bike, with skegs beneath to act as rudders for manoeuvrability and control. A paddle tyre on the rear wheel would propel the bike forward on the water, but also handle well on land. After two years of trial and error, Maddison approached DC Shoes' global brand leader Jeff Taylor with his idea of surfing on a motorcycle. Familiar with Maddo's previous successful rides on water – he'd managed to go for several kilometres





in Mission Bay – and his mechanical aptitude, Taylor wrote a check on the spot to support the project. Months later, all efforts paid off, as Maddo took to the ocean on his KTM 250 SX, making surfing on his motorbike a reality.

Let's start with the question on everyone's mind: What made you decide to do this?

I've grown up surfing my whole life. If I didn't end up in professional moto, I would be a professional surfer. I was winning competitions in both sports when I was a grommet. This dream is about combining two of my life's passions in order to do something that has never been attempted.

I had played with the idea a few times on a dirt bike. You can ride on the water for a short time, until the front wheel breaks the surface and throws you over the handlebars. We set out to design a bike that would maintain a plane above the water for long periods of time, with a system in place for control and manoeuvrability. There were also some issues with the bike taking water into the motor. With some persistence, I rode the bike in San Diego's Mission Bay for nearly 13 kilometres. After that, I was able to approach Jeff Taylor at DC with pure confidence that I could ride a wave.

Did you have full control of the bike while riding on the waves?

Yeah, it works great. I'm able to ride up and down the wave, and make small

adjustments by accelerating. During our development, I could ride out onto the lake at 80km/h on top of the water, turn the bike around and ride back to the shore. But a wave only travels at about 25km/h, a speed that would normally sink the bike. I was able to release the power of the bike and use more of the power of the wave to actually surf it.

But eventually, the bike would sink, right?

Each time the bike went under, we had extensive mechanical work to rebirth it for another run. We knew we were bound to sink the bike a few times in Tahiti, so we switched from a 450cc four-stroke motor to a two-stroke motor for the advantage of having a less-complicated engine and less electronics and wiring to deal with.

While you were filming, you were taken under by a giant wave in Teahupo'o. Walk us through what happened.

The worst possible scenario would be that I took on a "West bomb" wave that comes with an extra elbow, and the main section – where I intended to ride – would close out. Even on a surfboard, you never want to see that. A storm was just passing us by and the waves were coming in at 25-30 feet high. We waited, until I finally saw this massive black lump on the horizon. I took off from the barge and stayed with the wave, but I had about 500 feet to traverse in order to get into the main section so we could get that perfect shot. Once I got past the

shoulder of the wave, I could clearly see that I was in a West bomb – a death sentence.

There I was on a motorcycle, with the worst thing that could possibly happen. I turned out from the wave and it crashed down behind me, chasing me down. I was picked up and thrown, and my bike landed on my back, knocking all the air out of me. It was the most violent ride I've ever been on, tumbling beneath the surface in full gear. Over the next four or five minutes, I only had two split-second moments when my head broke the surface and I could take in a fast breath, only to be yanked back down and tumbled with my bike. Everything was going white. I became completely limp and was prepared to take in a full breath of water, when I finally popped up. I could see the helicopter and Jet Skis, and had a quick moment to wave my arm so that they could locate me.

In short, you almost died. I think I know the answer, but, was it worth it?

Back on the boat, I was in tears. My friends and crew were completely rattled, having thought that I had drowned in the wave. It's the gnarliest thing I have ever been through. I was so relieved to be alive and to have accomplished what we did in Tahiti. It was so incredible to see the culmination of my dream that didn't come with a glorious medal or cheering crowds, but the reward of being the very first person to ever ride a motorcycle on these waters and do something entirely different. **SB**



MASTER THE



THE ROAD

Is the new Roadmaster the most comfortable full house tourer in the world?

Words: Clinton Pienaar Pics: Various

Under Polaris' ownership the Indian brand keeps on with its expansion with the Roadmaster name being reborn 70 years later after the Roadmaster of back then, which was arguably the most comfortable bike in the world. After the release of the Scout this is the latest in their line-up.

First up it looks like the perfect addition to the family, lots of design cues and similarities between the brand, unmistakably Indian from every angle but, for sure, its presence makes you realise that this is the Battlestar Galactica model with all the bells and whistles present. This bike exudes luxury and again I need to mention the seat's leather which is thick, perfectly styled and exudes quality from every seam. This time it's even got individually controllable heat controls and even though most of you would think this very unnecessary, I took my youngster to school a few times in the dead of winter, and with both seats flat out we were very toasty. We were bopping to music in the traffic oblivious to the frost around us. Just on that point, I'm convinced that all the blood that circulates through your buttocks actually determines your body's comfort and heat and I'm now convinced that heated seats on top of heated handlebars are a must for big distance cruisers. By the way, the Roadmaster has ten different settings but I digress.

While almost mechanically identical to the Chieftain, the Roadmaster has a few functional and premium upgrades – all of which were directed towards Indian's stated goal of building "the most luxurious touring motorcycle in America." Since tourers tend to rack up more miles than baggers and cruisers, Indian believes their riders value carrying capacity and comfort. To meet these goals, Indian more than doubled the Roadmaster's cargo storage and added numerous comfort features. Where the Chieftain had combined saddlebag storage of 65 litres plus an additional pocket for a media device in the upper fairing, the Roadmaster adds to that total another 64 litres in the form of a trunk and 9 litres in the new lower front cowl. The trunk's shape is capable of storing



two "full-sized helmets". The interior of the trunk features a carpet lining and a 12-volt power port, very handy for keeping our new electronic lives still connected when we stop. All of the boxes can be removed but with added security, because they can be locked remotely with a remote control, the boxes can only be removed once access to the inside of the box has been granted.

Concentrating on what makes touring more comfortable the seat, although identical looking to the Chieftain, has almost 2cm of extra foam. The airflow management is also an important touring factor and the engineers at Indian have done their job well. The new Horizon windscreen shares the same electric height adjustment with the Chieftain, but the shape has been modified to create a bigger bubble for the rider and passenger. The screen is actually shorter by almost 2cm but is wider at the corners. This allows the rider to look over the windscreen in the lowest position while still keeping wind off of the body. At its highest setting, ideal for highway use, I found the pocket of air I was sitting in turbulence-free. I alternated between the two positions which is so easy to do as I found I did not like looking through the screen when going through traffic slowly, but again this is all down to personal preference.

The stereo system is the same as the Chieftain with additional speakers at the rear. Connectivity is achieved with Bluetooth or through a USB cable tucked inside a somewhat hidden compartment on the lower right of the cowl, very handy to have it so close and a nice sponge to place your phone in. Controlling my iPhone 6 was flawless, although the sound was good at standstill and slow riding, it left me feeling as if a little more budget should have been thrown at the speakers. The rear speakers, however, differ greatly from the Chieftain.

Another thing that makes for lovely touring riding is the cruise control which is easy to set and for a bike as big as this, and with a motor as willing as this big V-twin is, the cruise control actually becomes a necessity to stay out of trouble with the law. The rest of the menu is easy to toggle through while on the move and comes with things like range as well as current and total fuel consumption.

From the front the Roadmaster and Chieftain sport the same three-light configuration, but the Roadmaster is fitted with an LED headlight and fog lights, a set-up dubbed the Pathfinder. I went for a ride at night and was well impressed with everything on full glare. Beware the oncoming person who does not dip their lights! It is clear the Pathfinder LEDs crank out a much brighter and whiter light than the Chieftain's incandescent lighting.

With all the bases covered for touring comfort, all that's left is the ride itself, and the Roadmaster shines here. With the same chassis as the Chieftain, a steeper rake and shorter wheelbase the primary difference is that the Roadmaster's handling is quicker than the Chieftain, although just slightly. Turning effort is minimal at any speed and the bike feels lighter than the 408kg dry weight would suggest. Cruising down the highway or on the open road, straight-line stability and suspension set-up is superb and when the road goes around a bend it is just as solid. The ground clearance is more than ample for this kind of bike



and even in traffic, where I spent most of my time riding for the week I had it, it was surprisingly nimble. Make no mistake it is heavy, but once on the move she hides her weight very well.

Suspension action is plush from the 46mm front fork and air-adjustable rear shock, soaking up the less-than-perfect tar nicely so overall the ride is what a touring machine should offer. The brakes are also more than capable of bringing this huge bike to a standstill very quickly.

Finally, the Roadmaster is available in three colours: Thunder Black, Indian

Motorcycle Red and Indian Motorcycle Red with Ivory Cream.

So in summary, have Indian made the most luxurious touring motorcycle in the world compared to the opposition? It would greatly depend on where your loyalty lies but Indian is making a very attractive offer and their quality exudes in a very apparent manner no matter where you look at the bike from. If you are looking for something a little more exclusive and that makes a statement when you arrive, look no further than the Roadmaster, it's quite a motorcycle, and starts from R425,000. **5.8**



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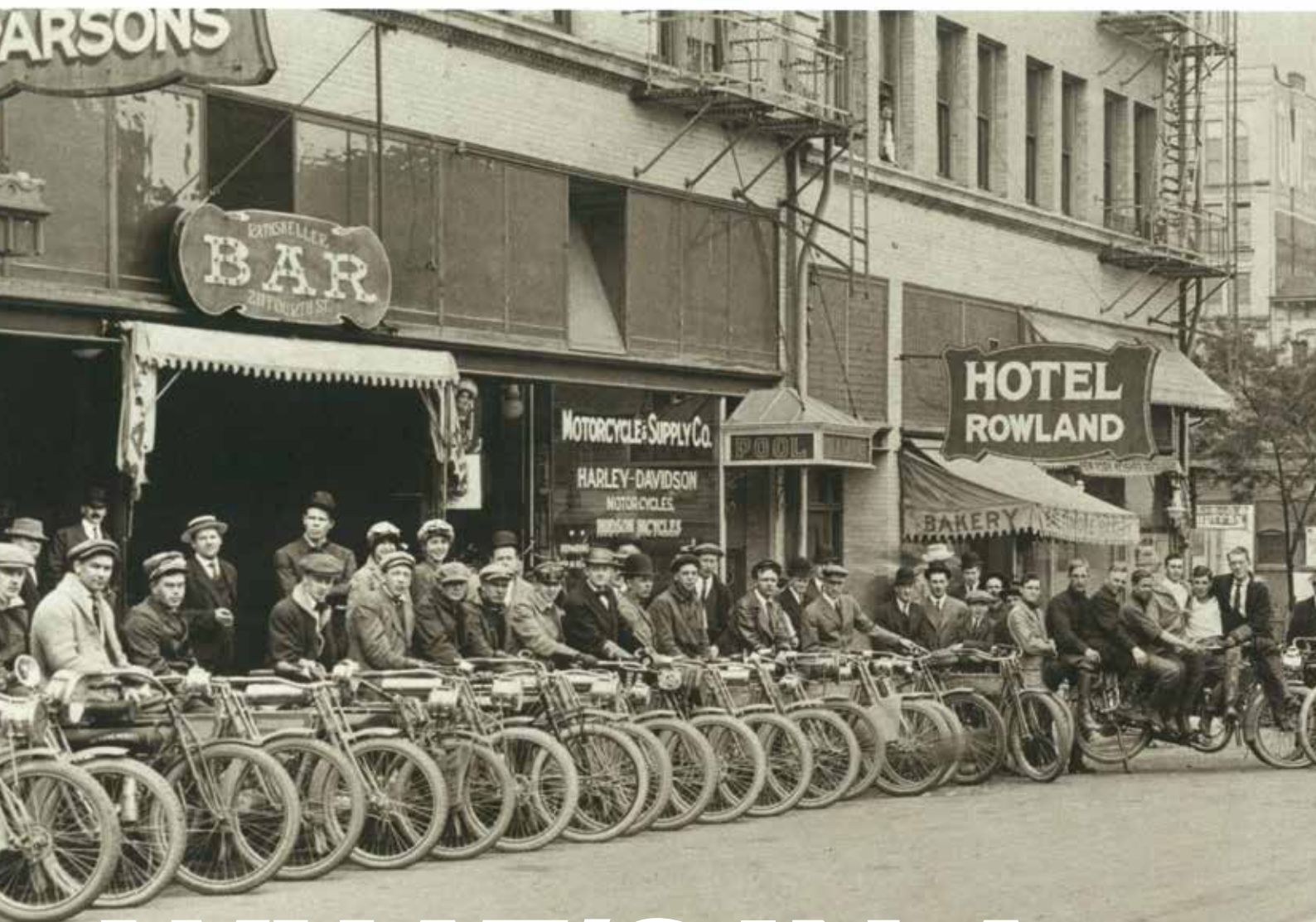
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WHAT'S IN A PATCH?

So now that we have covered what it takes to join a club there are a few other things that you need to know, so let's start with the term patch over.

Words: Natalie Brits based on the Pretoria Bikers Council

According to the Urban Dictionary, they describe a patch over like this: "A patch over is when members of one motorcycle club, are incorporated into a larger motorcycle club. Thus, the unification results in the former club no longer existing. Its members subsequently trade in their previously worn club colours, or "patch over", for the colours of the larger club". Although it describes it correctly, this is a broad definition and does not get to the core of the matter. A patch over can happen in one of two ways with the first one being a forced patch over. This happens when a dominant club forcefully

"absorbs" another. This is not something that often happens in our part of the world, but the possibility can't be ruled out. The dominant club usually does this for reasons of its own, usually to get rid of territorial opposition, or simply to boost their ranks.

The second way is a negotiated patch over which is a peaceful process and happens when the two clubs involved agree to merge as one, usually assuming the patch of the larger club. This kind of patch over makes a lot of sense in our area, which is overrun by small clubs with little or no infrastructure. Usually, the members of the smaller

club meet and agree to the patch over before the negotiation process starts. Those members of the smaller club who disagree usually end up patchless, because the smaller club will shut down completely. All the resources (if any) of the smaller club become resources of the larger club. The smaller club patch is removed and replaced with the patch of the larger club. In actual fact, the smaller club ceases to exist. The negotiation between the two clubs is their business and continues until both clubs are satisfied with the terms they settle on. These terms may or may not include the keeping of existing ranks.



A negotiated patch over is a very serious business for both clubs. Remember that the members of the larger club have to accept the members of the smaller club as Brothers, and are jealous of the patch they worked so hard for, so they will not easily allow "incomers" unless they are 100% sure that they will be an asset to their club. Bearing this in mind, it may be that the official patch over process takes some time to complete so that the members of both clubs get the opportunity to know and understand each other. All this is hypothetical though. Each negotiated patch over will have its own situation and complications which will be handled by dialogue and agreement until a settlement is reached.

A negotiated patch over is a private matter between the involved clubs and need not be advertised.

Then we move on to MC and MCC. These are serious clubs that follow the biking lifestyle, traditions and protocols. They have a set of strict and rigid rules, and a military like rank structure. Members respect these rules and live by them, and they honour the authority of those in executive positions

without question. Their preferred mode of transport is their bikes - always. They wear their cuts whenever they exercise their tradition, or when they ride. Their lives revolve around their club, and the club is of primary importance in everything they do. Getting in is not easy. These clubs require a "hang around" and a "prospect" period. A prospect is taught the meaning of respect and all the other traditions and protocols during this time.

A unanimous YES vote from all members is usually required before a prospect becomes a full member.

The members in the club are extremely close, which explains why they call each other brother and sister and regard each other as close family. In times of crisis, members will stand together as one. Commitment on all levels by all members is a constant requirement. Members take extreme pride in their patch and will rise as one to defend it - if necessary. Staying a member requires constant hard work and dedication - even more so than in a marriage and members who break the rules are dealt with swiftly and harshly by the other members. Another thing to note is that an under 18 will never

be considered as a prospect or as a member. Members are required to conduct themselves properly in public places, and also when amongst other bikers. Because of the levels of dedication and commitment to the lifestyle, members of these clubs command the due respect of others.

The patch usually consists of three pieces which are a top rocker (club name), a patch in the middle and a bottom rocker which denotes the area or location.

As can be seen from the above, one can easily understand why the MC/MCC commands respect. This explains why most want the MC/MCC braiding on their patches. Take a long hard look at the description again and let it sink in - understand it and ask yourself if you are ready for this kind of commitment and if you are prepared to make the sacrifices and walk the walk that this type of club requires?

Yes, there are those that can't live any other way, but there are also those who want the respect but can't live up to it. Don't get caught out because now you know what is expected from you when you have MC or MCC braiding on your patch - all or nothing.

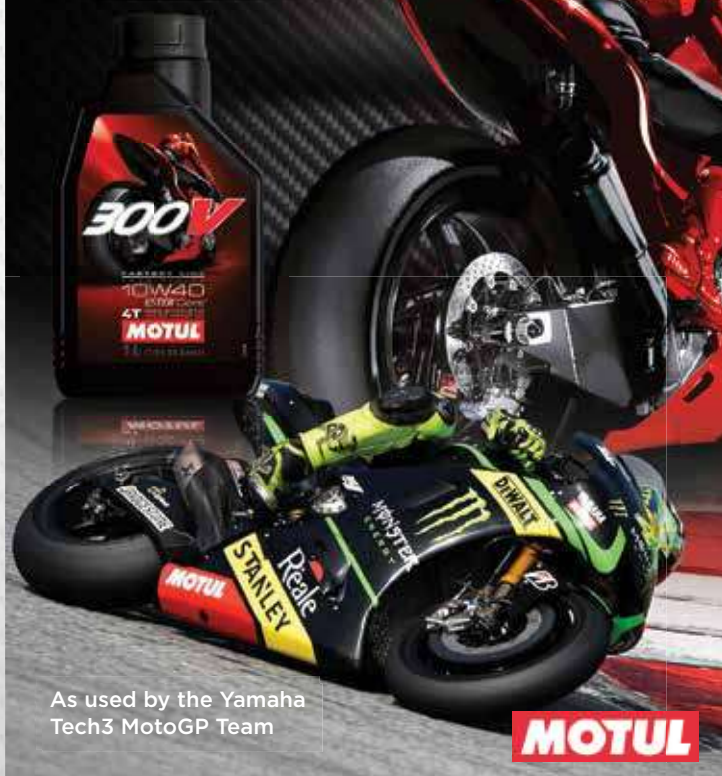
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OIL CONFUSION

Q Over the past four years I've lovingly restored a beautiful BSA A10 650, from the mid sixties I believe. And finally it's completed and all ready to go. But before I start and ride the bike I would like to ask you guys a question about oil.

What modern day oil could and should I use in my bike? I've been told to use mineral oils only and not synthetic, what do you think on this subject? I look forward to your reply.

Alan Collins

A I wouldn't worry yourself too much Alan because any of the modern oils will be fine for your bike. A good 20W/50 is a good bet and any familiar make will do, like Motul, Castrol, Repsol, Ipone, Putoline and so on. There'll be no problems if you decide to use fully synthetic either. It is the best oil money can buy, so throw some in and get riding, nice to hear of a BSA bike being restored too.



HEAD SHAKE

Q I happen to own a 2005 Yamaha Fazer 1000. I use it every day and for breakfast runs over the weekend. The bike has 52,000km on the clock. Recently it's begun to shake its 'head' while slowing down, even worse when I take my hands off the handlebars. The front tyre is relatively new, so I don't think that's the problem either. I've been told that it could be the steering head bearings that might need replacing, so I placed the bike on its main stand, pushed down on the back end, and there seems to be no excessive play or tight spots. Could you please give me any further information regarding the reason why it would do this, and thanks for your time to read this question?

Martin Scholtz

A If you've checked the steering head bearings and you're happy that they're OK and the front tyre isn't excessively worn I'd check out the rear tyre.

If the tyre is worn flat in the middle then that will definitely be the problem because the bike doesn't know which direction to take. If you've fitted an oversize tyre that would make matters even worse. I believe your bike should have a 180-section tyre on the rear.

If this doesn't rectify your problem it might pay to think about fitting a steering damper.

DON'T WANT TO HESITATE

Q I own a Honda VTR SP1 and it has an annoying hesitation problem. It happens at low rpm when I open the throttle and also while cruising. I've checked it out and done the following tasks but I still can't seem to find the problem:

- 1**: I inspected the iridium plugs for a strong spark and correct gap.
- 2**: I checked the fuel filter, which was very dirty. I first cleaned it out and then decided to fit a new one as the bike has 43,000km on the clock.
- 3**: Due to the dirty filter I was concerned about blocked injectors so I removed them and did a flow check using a separate power supply, they all seemed to be OK.
- 4**: I later found that the vacuum pipe on the engine was off. I thought that might be the problem but when I pushed it back on, the bike's hesitation was still there.
- 5**: I've removed and cleaned all the electrical connectors I can find but, and yes you've guessed, the bike is still giving me trouble.

So I would really appreciate it if you could give me any advice to send me in the right direction, and thanks.

Kobus Scheepers

A Unfortunately Kobus this particular question is nigh on impossible to answer by words alone. The SP1 is a very complicated motorcycle, too much so in most areas, and is, therefore, pretty horrible to work on. The amount of kilometres your bike has covered lifts the left eyebrow as sometimes a bike of this age just tends to 'go off'.

For example, on the right hand side of the rear sub-frame is the fuel injection control unit, which might be the problem, but there're no test procedures for this unit. See what I mean now?

But, you could just opt to fit a Power Commander or similar which should cure the problem if set up correctly. That's about the best advice we can give you without looking at the bike which, sadly, I'd prefer not to, as it could take forever to find the problem and the labour cost would therefore be way too high.



FUEL FOR THOUGHT

Q At the moment I have a problem with my Suzuki TL 1000 S. After having it recently serviced I was informed that the cable controlling the idling speed had broken, probably due to age. I was informed that it wouldn't give me any problems and I could ride the bike while a cable was sourced and then fitted.

The bike was fine for the first week or so and then suddenly she started misbehaving, as in an annoying misfire, and shortly after it began to stall as I approached the robots.

To cut a long story short she was throwing too much fuel into the front cylinder making the bike feel like it was only running on one cylinder. I've had the valve clearances checked, as was the case with the fuel filter and fuel pump and the injectors were taken out and cleaned, but there's still no improvement.

At this point in time I'm thinking ECU, is there any way to test it for any faults? I hope it's not this black box as they cost

a ridiculous R14,800 from Suzuki SA! Can you please assist me as I love this machine and I've now been waiting over a month with little progress made?

Hennie Cloete

A I wouldn't concern myself with the ECU, as that would give different symptoms. And don't worry about that cable either; all it does is move a cam around to alter the idle speed.

We would take a look at the throttle position sensor though, which sits on the side of the throttle bodies. They do tend to malfunction on older bikes and give the sort of problems that you've described. It should only cost around R800, but it will have to be installed correctly and recalibrated before riding, either by you using a genuine workshop manual or by a qualified mechanic. I'd be surprised if that didn't cure this annoying fault on your beloved TL 1000 S. Let me know?

WISE TO BLOAT?

Q Good day to you sir. My girlfriend recently purchased a 2003 Honda CBR 600 RR and once we'd bought it we noticed that the rear tyre on the bike is a 190.



According to a friend, who's apparently a 'bike expert', it's very dangerous to ride the bike with that sized tyre fitted to the back wheel, so should we rather change the tyre back to the 180 that it came out with or is it still safe to ride with the current 190 tyre?

Your feedback is highly appreciated.
Johan Uren

A If your 190 tyre has a 55 profile then you should be fine with no adverse effects, but if the tyre has a 60 profile it could easily affect the steering geometry of the bike, as it will increase the rear ride height a little, which could make the front end a little bit nervous, especially when turning into a corner. Some people don't care though as they just want the fat tyre image no matter how the bike handles but thankfully that's obviously not you.

As a rule if you go 'ten' either side of the original 180 (170-190), you won't have to worry, depending again on that sidewall profile. If you want peace of mind though, which can affect the all important rider confidence, next time go back to the original 180 size.

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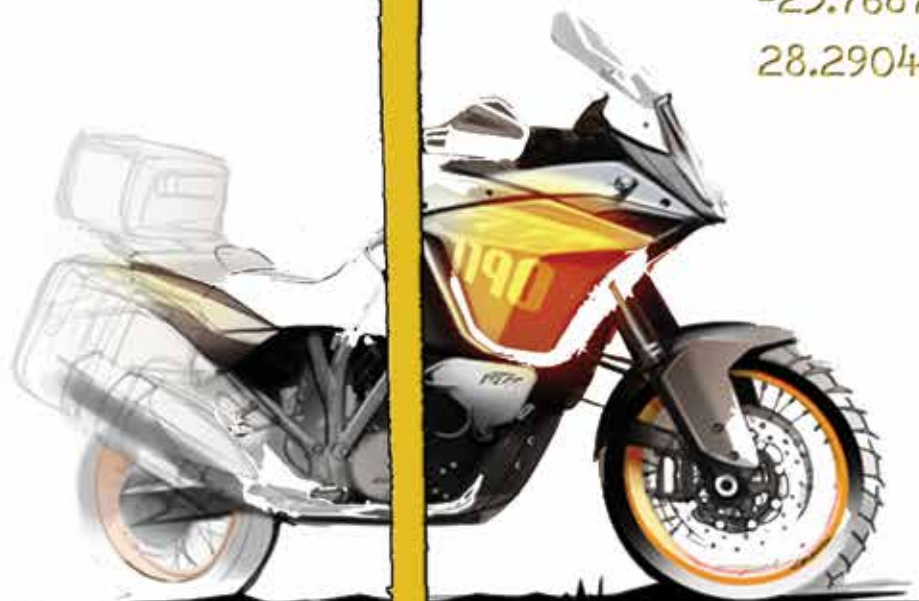
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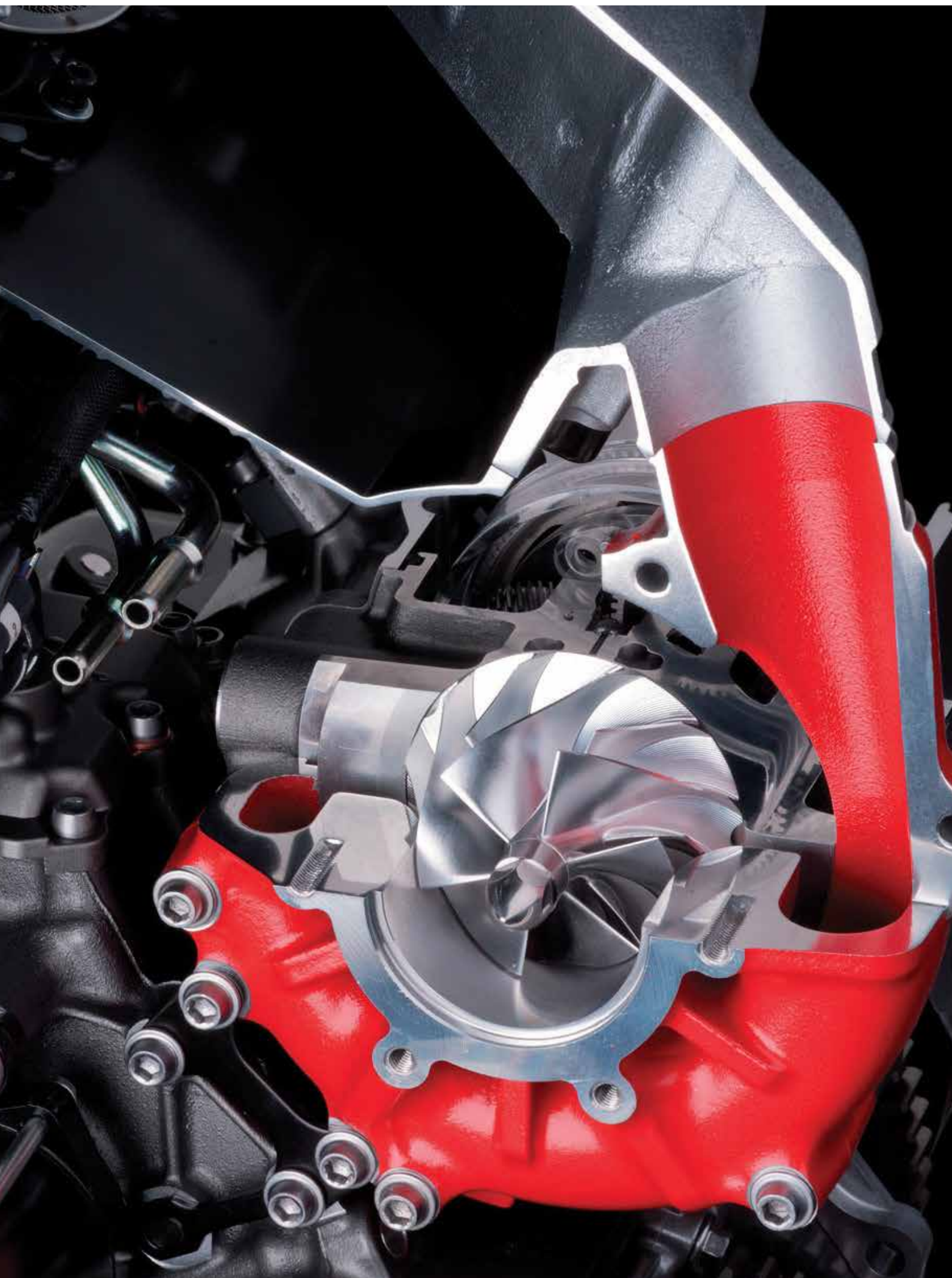
BLOWN BIKES

Kawasaki's supercharged H2 and H2R motorcycles that have drawn massive media attention and won countless Bike of the Year awards globally - including here - are, as we all should know, not the first forced-induction production motorcycles ever made.

Words: Gavin Foster **Pics:** Various

For a short while back in the '80s the Japanese Big Four all produced turbocharged road bikes with varying degrees of success; all failed to bring forced-induction engines into mainstream motorcycling and were allowed to quietly fade into obscurity after a short couple of years. Why? Because turbo technology, that uses electronic engine-management and fuel-injection systems to control temperatures and eliminate detonation were very much in their infancy for carburettor-fed petrol engines. If the machines were to remain rideable, boost had to be kept so low that the turbo bikes, that relied upon exhaust gases to spin the compressor, offered relatively little real-world performance gains at huge extra expense. When the boost was upped the power delivery was crude and unmanageable due to turbo lag, and because of the lower compression ratios required in forced-induction motors, low-down performance was lacklustre. Back in 1984 Kawasaki was about the most successful of the bunch, with their GPZ 750 Turbo that produced 112 hp and, because it had more advanced fuelling technology than its rivals, made a pretty decent street bike as well as being the quickest of the lot with a top speed of around 240 km/h and a quarter mile time of fractionally over 11 seconds. Not bad for 30 years ago, hey! But even before that small wave of factory produced turbo models there was a truly terrifying turbo bike available to American riders. In 1978 Kawasaki's air-cooled Z1 R was beginning to show its age and sales were flagging in the USA. An ex-Kawasaki USA general manager called Alan Masek had started his own company in California offering American Turbo Pack kits







Kawasaki GPZ750

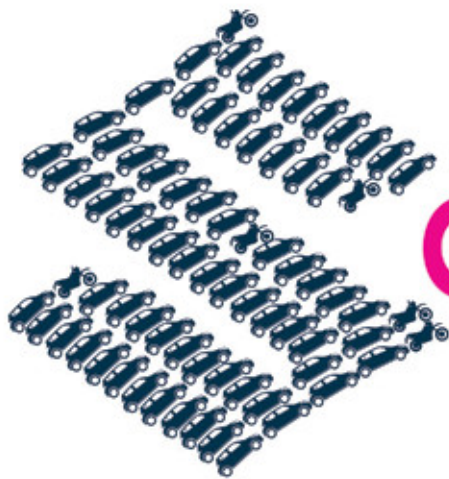
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to motorcycle riders who suffered from the most severe form of the need for speed. Masek used his connections at Kawasaki USA to allow him to take new Z1-Rs from the warehouses, slap on turbos and sell them through official dealerships as a new model – the Z1R-TC. Like the H2R today, the bike was sold without a warranty, but, unlike the H2R, the rest of the machine wasn't designed to handle all that power, and very little on the Z1R-TC was changed other than slapping on the Rajay turbocharger, inlet manifold, single Bendix 38 mm carburettor, and a boost gauge. The price went up from \$3695 to \$ 5000, and that was it.

Even the naturally-aspirated production model Z1-R had too much engine, too much weight and too little of everything else – minor things like suspension, a decent frame and brakes – so the TC was obviously going to be a handful. The bike wasn't intended to sell in enormous numbers, but the importers hoped that the newsworthiness of the turbo version would bring the standard Z1-R back into focus and help them empty their overflowing warehouses. The TC wasn't, of course, a great idea though. It needed a lengthy warm up in the morning, it idled poorly and at low revs ran roughly, it swallowed petrol, there was lots of turbo lag, and when the extra 40 hp (up from 90 to 130 hp) reported for duty at 6 000 rpm the rider had better be wide awake. The first models featured standard boost of 10 psi, which was dropped to 6 psi the following year after a LOT of expensive blow-ups. The problem was that only the press and demo bikes had their crankshafts welded for extra strength, stronger valve and clutch springs to handle the additional revs and torque, and a few other mods that the customer bikes didn't have. To make matters worse, the screw to adjust the boost was readily accessible to anybody with a screwdriver, and despite warnings not to tamper, the buyers, of course, all turned the boost up as soon as they got around the corner from the dealership. This combination, allied with the fact that there was no rev-limiter on the carburetted bikes, was a recipe for disaster. Kawasaki USA helpfully suggested in the owner's documentation that they lash out on a few minor modifications to aid longevity – things like welding the crank, fitting stronger clutch and valve springs, lowering the compression ratio, retarding the timing and running on 107 octane fuel. They also included liability and warranty waivers to be signed before delivery, which must have brightened up the buyers' day immensely when the detonation started. Anyway, pistons melted, rings collapsed and pistons tangled with valves with monotonous regularity and of the 500 or so of the bikes that were sold in 1978 – '79 the few originals that survive are today very collectible. Oddly enough, they were popular in a cult kind of way, and sales were steady until they were killed off in 1980 because of new emission control legislation.

Nobody followed the crankshaft-driven supercharger route in full-sized production motorcycles in those days, but, strangely enough, the tiddlers had a kick at the ball. In 1978 Motobecane marketed a supercharged 50cc moped, and in 2002 Peugeot introduced the supercharged JetForce Compressor 125 scooter to the market. The blower of the Peugeot added three hp to the 12 of the standard version and it didn't take off, probably because its top speed of 100 km/h was pretty much the same as the



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Supercharged BMW Meier 1939 TT

naturally aspirated 50cc machines so many of us grew up on 30 years before.

Half a century before the rise and fall of the Japanese turbo bikes a host of European manufacturers developed astonishingly effective supercharged engines for racing purposes. DKW/Auto Union in the late '20s and early '30s built the most eccentric of the lot, with supercharged 250 and 350cc twin-cylinder versions boasting a total of five pistons. The engine was a complicated doubled-up version of the then fairly common split-single design with each of the two "working" cylinders being equipped with two con-rods and two pistons. The fifth piston, driven by rather than driving the crankshaft, was housed in its own cylinder and, with no fuel or ignition supply, served as a pump to shovel extra air into the two working cylinders – a supercharger, in other words. These, the noisiest motorcycles of all time, dominated racing for years before the war. If you'd like to try understand how they worked and enjoy on-board footage of a ride on a working example, visit [HERE](http://www.odd-bike.com/2014/02/dkw-supercharged-two-strokes-force-fed.html).

<http://www.odd-bike.com/2014/02/dkw-supercharged-two-strokes-force-fed.html>

Many other manufacturers pursued the supercharged route in the '30s. AJS had a liquid-cooled blown V4 racebike in 1939, and BMW's Boxer twins with forced induction won races and set land speed records of around 280 km/h in the late '30s. The bike that came closest to modern technology – and thus shares the most DNA with the Kawasaki H2 – was the marvellous Italian Gilera of the same era. The Gilera engine was originally designed and built by a small Italian aviation engine-manufacturing company called C.N.A. that, way back in 1923, decided it wanted to go motorcycle racing. Their 500cc Rondine was futuristic in that it had four cylinders lined up across the frame, it had a gearbox integral with the engine rather than bolted on, and it had dual overhead camshafts in an era when most bikes had a primitive single-cylinder side-valve or overhead-valve engine and a separate gearbox. In the mid '30s C.N.A. was bought out by aircraft manufacturer Caproni who sold the engine design and the half-dozen prototypes to Gilera, who wished to get into GP racing but had no suitable powertrain. In 1939 Gilera went all-out and converted the engine to water-cooling, stuck a Roots supercharger on, giving it 80 bhp, and won everything in sight. Hitler's war intervened and when racing kicked off again after the war the ruling body banned forced induction in top-level road and circuit racing – a ruling that's still in force today, but may well change in the future. Well, the Germans and Italians had started all the "Blitzkrieg" nonsense, and they had all the supercharger technology, so why not punish the buggers when the shooting stopped? The engine reverted to natural aspiration and air cooling, and soldiered on in GP racing very successfully from 1946, first with Gilera, and then by imitation with MV Agusta and Honda, for about 25 years until the arrival of the Japanese multi-cylinder two-stroke engines. Most modern superbikes today owe a lot to the very successful Rondine design.

Now that Kawasaki's broken the ice, we can probably expect to see other mainstream manufacturers popping up with forced induction motorcycles – word is that most are at least dabbling with blown engines. Cars have adopted small supercharged and turbocharged engines enormously lately, and the advanced technology now available through them means that turbos and superchargers could work well in bikes. Three-cylinder one-litre turbo engines now propel small SUVs as well as two-litre naturally aspirated ones did just five years ago, and the big benefit is that they reduce fuel consumption and emissions at a time when thirsty, dirty engines are banned or taxed heavily worldwide. I believe that in perhaps five years' time we'll see turbo or supercharged engines – maybe 300cc and 400cc triples and fours – performing as well as 600cc bikes do today, with more torque at low revs, less emissions and better fuel consumption. **SB**

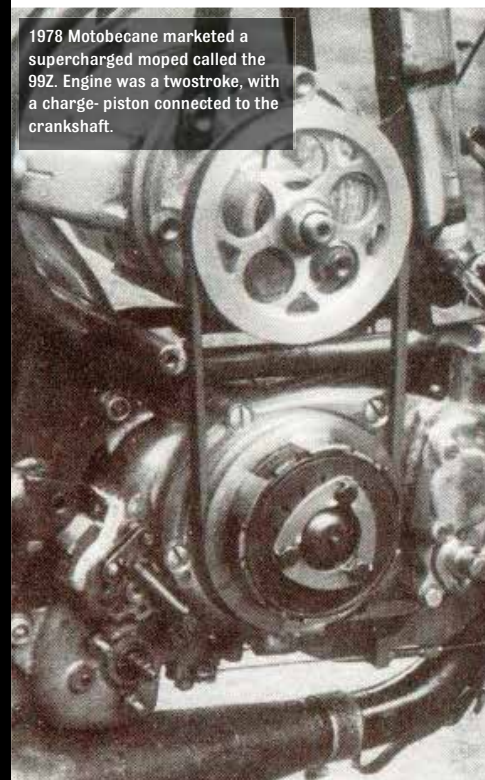


Kawasaki GPZ750 Turbo

Supercharger
Rondine Gilera

Supercharged AJS V4

1978 Motobecane marketed a supercharged moped called the 99Z. Engine was a two-stroke, with a charge-piston connected to the crankshaft.



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MARQUEZ WINS AMID MISANO MAYHEM

Words: MotoGP.com Pics: MotoGP.com

Repsol Honda's Marquez took his fourth win of the season at the Gran Premio TIM di San Marino e della Riviera di Rimini in some of the most difficult conditions the MotoGP™ World Championship has seen in recent years. The Spaniard took his 23rd MotoGP™ victory after gambling in a flag-to-flag race that saw most riders pit twice due to the changing conditions.

A record 92,000 fans at the Misano World Circuit Marco Simoncelli bore witness to an incredible spectacle but were denied a Valentino Rossi victory as the Italian crossed the line in fifth. Rossi managed to extend his lead in the championship standings to 23 points over teammate Lorenzo after the Spaniard crashed out of the race in second.

There was drama on the grid as drops of rain started to fall, riders setting off on their warm up lap with baited breath. Meanwhile, Ducati Team's wildcard Michele Pirro had an issue with his GP15 and was forced to start from pit lane on his second bike, equipped with wet tyres.

The rest of the MotoGP™ field started on slicks with Jorge Lorenzo setting a scalding pace from the start with a trademark launch off the line. Small battles emerged throughout the opening lap, but drama came as the white flags were flown on lap two. This signalled that all riders were able to come in and swap to their second bikes if conditions deteriorated.

Lorenzo forged ahead undeterred with Marc Marquez close behind, the duo able to break away from Valentino Rossi who struggled in the opening laps. All the while rained continued to fall, some riders pushed even harder in the conditions while many tiptoed around, waiting to follow their rivals into the pits. By lap six the pace had dropped by close to six seconds and Dani Pedrosa (Repsol Honda) found himself battling the Ducati Team pair of Andrea Iannone and

Andrea Dovizioso, but the riders were visibly timid in the tricky conditions.

Estrella Galicia 0,0 Marc VDS Racing's Scott Redding had been involved in this battle for fourth, but on the seventh lap disaster struck as the Brit ran on and dropped his Honda. Determined as ever, he sprinted to his bike and dove into the pits for wet tyres. By this stage the majority of MotoGP™ riders had also opted for wet bike change, just the front three of Lorenzo, Rossi and Marquez staying out.

As is usual in racing, the top three all dove into the pits together, adopting the same strategy as your rival is often the safest option in unusual circumstances such as the San Marino GP. Even in pit lane there was drama as Marquez and Lorenzo almost collided, the Yamaha rider gesturing to Marquez to 'stay calm' as they returned to track.

With the three re-joining at the same time, it was clear Lorenzo and Marquez had a quicker pace than Rossi and the Italian soon found himself 2.5 seconds behind Lorenzo. Lorenzo himself was able to get through on Marquez at Turn 8 when the Honda rider ran wide on the tenth lap. All riders found it difficult to tell where was wet and where was dry as the new Misano surface is quite dark.

But as the track began to dry, Rossi began to fly. The Italian gaining over a second a lap on the two leaders with each circulation, despite his front wet tyre rapidly starting to deteriorate. Worried mechanics worked hurriedly in pit lane, preparing bikes for a second change of the race.

Loris Baz (Forward Racing) was one of the first to jump back onto slicks, the Open rider soon finding himself inside the top ten as the rest of the field also opted to change back. Meanwhile, Bradley Smith (Monster Yamaha Tech 3) was struggling outside the points having remained on slicks throughout the entire race. The



Binder had a tough day despite his best qualifying results



Brit followed his instincts to risk it after missing the opportunity to change with the rest of the pack.

Again, it was the top three who stuck together and stayed out long after the others. Rossi and Lorenzo battling tooth and claw for multiple laps as Marquez played it safe, waiting behind the Yamaha pair and assessing their tyres. On lap 18 Marquez decided it was time to swap back to slicks, a move that would prove to be a masterstroke. Lorenzo

would join Marquez on slicks the following lap while Rossi continued to push ahead, 92,000 fans roaring in approval.

Disaster struck as 'The Doctor' pitted, with just seven laps to go Lorenzo fell at Turn 15. The Mallorcan suffered a small contusion to his right hand and his Yamaha M1 took a severe beating, but it was his championship hopes that came off worst of all. With eyes transfixed on the front-runners, Baz, Redding and Smith continued their silent charge through the order.

Marquez had chosen the perfect time to pit, he had built enough of an advantage to maintain a solid lead in the race even with his second pit stop and Smith's gamble to stay out on slicks was finally paying off after a multitude of laps spent

tiptoeing around and dropping as low as 21st, the Brit in a solid second now. As Lorenzo fell, Baz was promoted into third.

Sadly for the Frenchman this would not last as Redding, who had swapped to slicks earlier than many riders after being unable to find a good feeling

on wets, rapidly gained on the Open rider, passing him with four laps to go.

The positions settled in with just a handful of laps remaining and for the fourth time in 2015 Marquez secured victory, his first MotoGP™ victory at Misano. An elated, and somewhat surprised, Bradley Smith joined him with a second place finish and Scott Redding rounded out the podium with his first premier class podium finish. This was the first time since the 1979 Venezuelan GP (Barry Sheen & Tom Herron) that two British riders have finished on a podium in the premier class. Loris Baz may have been forced off the podium, but a fourth place finish delivers an incredible result for his Open Championship campaign.

With the yellow smoke settled and customary post-race track invasion dispersed, Rossi maintains his lead of the MotoGP™ World Championship with 247 points, now 23 clear of Lorenzo due to his DNF. Marquez jumps to 184, a comfortable margin ahead of Andrea Iannone who has 159 points. A second MotoGP™ podium gifted Britain's Bradley Smith 20 points and cements him in fifth overall. Loris Baz jumps to 15th overall in the World Standings, with 28 points, now five points ahead of Hector Barbera (Avintia Racing) in the Open battle.

It was another excellent ride in tricky conditions for Octo Pramac Racing's Danilo Petrucci on the upgraded GP14.2 he was given after his first podium at Silverstone last time out. He crossed the line in sixth ahead of the factory Ducati duo of Andrea Iannone (7th) and Andrea Dovizioso (8th).

Repsol Honda's Dani Pedrosa only just beat Aleix Espargaro on the Team Suzuki Ecstar GSX-RR to the line by 0.126s as they finished in ninth and tenth respectively. LCR Honda's Cal Crutchlow managed to hold off his teammate Jack Miller (12th) to cross the line in 11th while Mike Di Meglio (Avintia Racing) pulled off his best result of the season as he finished in 13th.

Alongside Lorenzo there was misfortune for Alex De Angelis (E-Motion IodaRacing Team) and Yonny Hernandez (Octo Pramac Racing) who came together at Turn 6. With just two laps to go Pol Espargaro (Monster Yamaha Tech 3) also fell, his fourth DNF of the year.



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AJ Venter at Ballaugh Bridge



The famous TT start



A SAFA ON AN ISLE OF MAN PODIUM!

Words: Allann Jon Venter **Pics:** Falconer fotos & various

After a well-earned 2nd place on his Triumph Daytona 675R at the previous Redstar Raceway Race. AJ headed back abroad to the Isle of Man for the second time in 2015.

This time it was to compete on a 1992 Kawasaki ZXR750K in the Classic Formula 1 TT Race for the TopGun Racing team.

The Classic TT came to light in 2013 as part of the Isle of Man festival of Motorcycling alongside the Famous Manx Grand Prix. As its name suggests the event sees race bikes from the '50s and '60s up to the early 1990s competing on the incredible 37.73 mile mountain course. Big names from the TT such as John McGuinness and Michael Dunlop were attracted to the meeting to race older bikes against classic specialists such as Chris Swallow, Jamie Coward and Chris Palmer.

The 2015 Formula 1 Classic TT has managed to produce the strongest line-up of competitors yet. With an entry list of 91 competitors from all parts of the world. At least 56 of the competitors have all competed in the Isle of Man TT Races earlier in the year having lapped the mountain course at over 120mph. South Africa's AJ Venter was seeded to start at P28 out of the 88 competitors

who made the qualifying cut-off time.

After a busy and stressful practice week where AJ and the team were plagued with bike problems (as you get on all classic bikes), as well as limited track time due to bad weather, the team still managed to lap the course at a 113.2mph. This put AJ P26 overall and P6 in the Privateers class. The team worked late into the night on the bike to make 200% sure they could eliminate all the gremlins which limited the team's progress throughout practice week.

With the next run out on the bike being the race, AJ as well as the team had every finger and toe crossed that they had fixed everything and were able to go into the race with a shot at winning the Privateer's Class. With AJ going off at P28, his two biggest rivals had started further up in front of him, and this was motivation for AJ to try and close the gap down. Thankfully, the bike did not miss a beat for the full duration of the race, with AJ coming home in an incredible 14th place overall, and the first Privateer home!!! AJ also managed to lap at an



Jenice Lehmann




impressive 116.7mph lap, as massive jump from what had been done previously in the week.

At the end of the race AJ had this to say: "I am over the moon to have finished the race in the top 15, especially after every rider that is in front of me, regardless of the difference in machinery, had lapped the TT Course earlier in the year at over 125mph..... my best at the minute is only a 122mph lap!"

Then to win the Privateers Class is a blessing itself! All credit must go to the whole TopGun Racing Team. We had a very busy practice week with all sorts of niggles with the bike. Every member of the team got stuck in until all hours of the morning, so for me to come home with a Privateer's win is the least I could reward them with after all their hard work. I would also like to thank Paul Phillips for helping to make it possible for me to compete in this event, as well as to all my sponsors. Hopefully this can open a few more doors for me for 2016."

Another first for AJ Venter Racing was to have fellow South African, Colin Lehman, riding under the AJ Venter banner in the Manx GP 2015.

This was Colin's second ride at the mountain course after partaking as a newcomer back in 2013. Colin was onboard the TopGun racing Honda CBR600RR. Colin scored two solid results going off in P75 and securing P44 in Junior Manx GP and P41 in a red-flagged Senior Manx GP.

AJ has now returned back home to South Africa where he will continue to finish off the racing season in which he has been competing on a Triumph 675R Daytona. He will also be heading off to the Macau Grand Prix in November this year. Further updates will be provided closer to the time. 



Colin Lehmann at Ballaugh Bridge



AJ Venter on the podium next to TT legends



The team



Colin Lehmann at the start



Colin Lehmann exceeding speed limits



The full Top Gun Racing Team

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THE ROCK RACEWAY

Words: Clinton Pienaar Pics: John Nesbitt

With the postponement of the Polokwane round of the championship until later in the season, it was decided to return to an old favourite of past championships, The Rock Raceway in Springs. The last time a race of the championship was held at the venue was back in 2012, long before the introduction of the NSF100, 150cc and Supermoto classes. This meant that for a lot of the classes this was a first. Many riders went to the facility weeks prior to the race to practice and the feedback was very positive. To watch the racing there was even better.

Again all the classes produced fantastic racing but for now I want to concentrate on the new class called the Poor Boys class for want of a better word. The Poor Boys class is an opportunity for any person who has any form of two wheels in the garage to just come and ride. If it does not fit in with any of the other classes in the MotoSA championship, don't worry, just come and ride. Obviously for us hosting, the event's safety is paramount and all bikes competing must be safe. We also won't allow any person who has Kevin Schwantz' 500cc two-stroke GP bike to come and race against the kids. Ultimately what we are trying to achieve is to just get people on track, so it does not matter if you have a PW80, an old MBX50 from the 80s, a KX60 or even those of you who are new to the Motard world with just normal road tyres on a 250 off-road bike. Come and play along and you'll be surprised by how much fun can be had. Since the inaugural race, three races ago, it has almost become a Minimoto class. What has happened is that a few Dads have fitted slicks to their kids' bikes and the kids are having a ball. The lean angles are insane and because the tracks are so tight, the speed stays fairly low. Have a look at some of the pictures and see what I mean. Don't be put off as some of the front kids are really fast, this class caters for everybody and you'd be surprised by how quickly everyone gets up to pace. A little like monkey see monkey do.

Our next event is in Polokwane at the end of September and what I love about this event is although it's away and up in the sticks, this is normally the round with the most spectators because the MotoSA round going to town in Pietersburg is big news.

For the Gauteng-based readers, our last event of the year is going to be at Vereeniging on the 10th of October so even if you don't come and ride, just bring your kid along to come and watch, I promise you that both of you will have a top day out.



Thabang and Aston taking each other out



The Supermoto field is very popular and extremely exciting to watch



Father and son pre-race discussions



Crashing is a part of racing, these kids are tough little guys



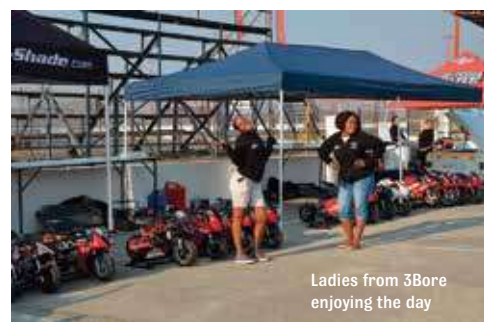
Is that an MBX50? Nice!



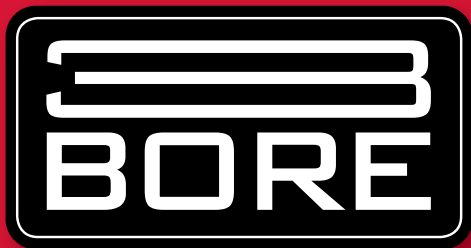
All sizes of bikes make up the field in the 'Poor Boys class'



Grant Frerichs back on a Motard



Ladies from 3Bore enjoying the day



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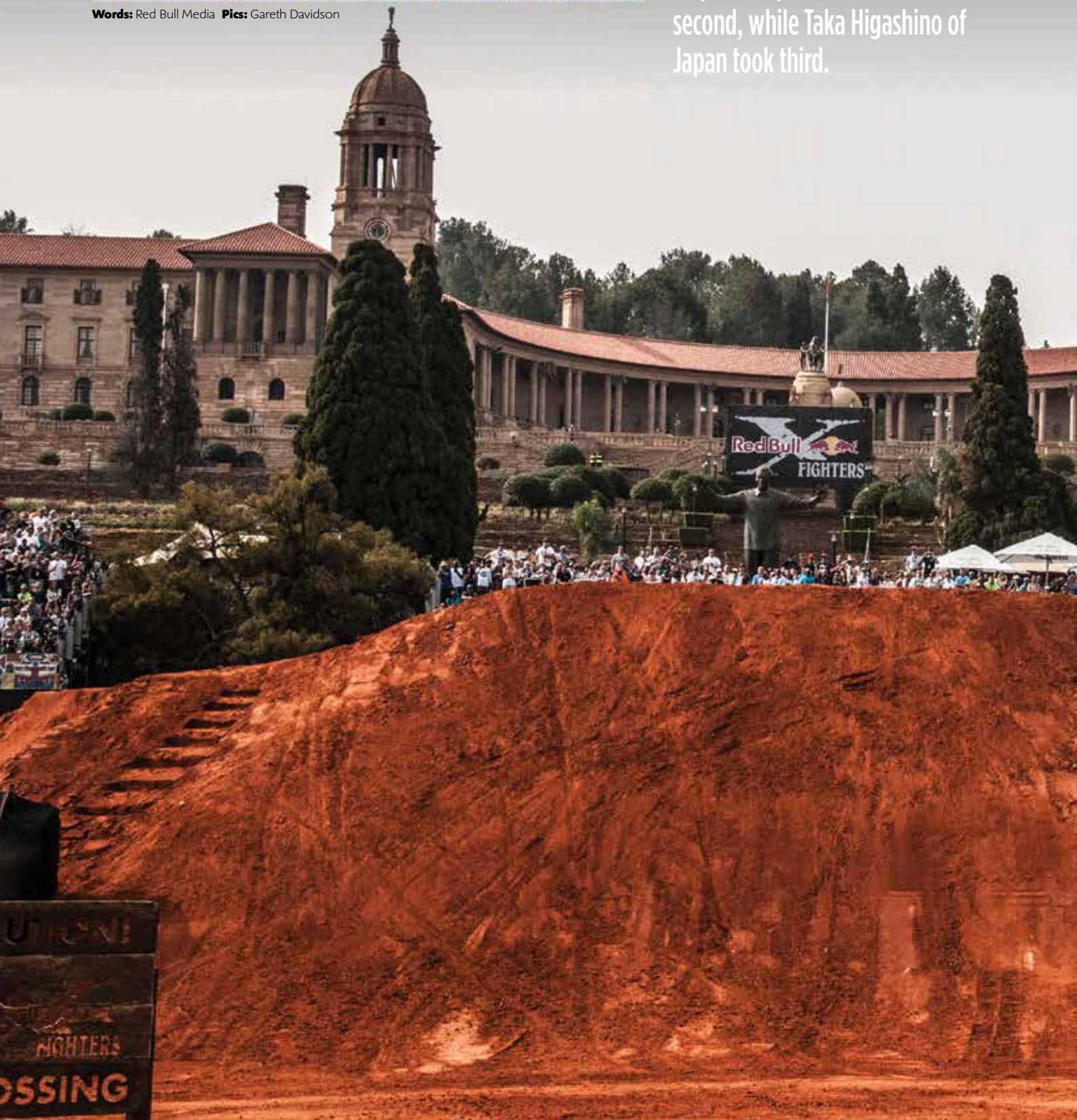
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Words: Red Bull Media **Pics:** Gareth Davidson

Tom Pagès of France and Clinton Moore of Australia delivered a Final for the ages on Saturday in front of 17,000 wild fans at the return of the Red Bull X-Fighters World Tour to Pretoria, South Africa. Pagès claimed the top step of the podium with Moore in second, while Taka Higashino of Japan took third.



Pretoria, South Africa – France's Tom Pagès, the innovator who has changed the game in freestyle motocross, shook up the 2015 World Tour standings as well with an electrifying triumph in the Red Bull X-Fighters return to Pretoria, South Africa on September 12. Pagès faced the man who has clung to the top of the overall leaderboard all season, Clinton Moore

of Australia, in a flawless Final where both riders served up tricks that were unimaginable in seasons past.

Moore drew roars from the 17,000 proudly South African spectators, delivering his signature Bundy and the first dirt-to-dirt Volt ever landed in competition on the unique track's double line. But Pagès has the biggest bag of tricks in the sport, and, going last, he rode like a man possessed.

The Frenchman threw down his signature Alley-Oop Flair, Bike Flip and Special Flip, as well as the Transfer Flip he just added to his tricklist, to claim the unanimous votes of all five judges.

The result ties Pagès and Moore in the points at the top of the overall standings in the world's most prestigious freestyle motocross series, setting up what's sure to be an epic showdown at the season finale in



Tom Pagès put an immaculate run together to take the win


Dane Herron, the course builder for each stop of the Red Bull X-Fighters tour inspecting before the runs

Pretoria Result:

1. Thomas Pagès (FRA)
2. Clinton Moore (AUS)
3. Taka Higashino (JPN)
4. Josh Sheehan (AUS)
5. Rob Adelberg (AUS)
6. David Rinaldo (FRA)
7. Maikel Melero (ESP)
8. Rémi Bizouard (FRA)
9. Adam Jones (USA)
10. Javier Villegas (CHI)
11. Alastair Sayer (BOT)
12. Dany Torres (ESP)

Abu Dhabi on October 30.

"This weekend has been insane," said Pagès. "Now I've got time to go back and really practice hard ahead of Abu Dhabi. I want to add a new trick to my list there and to ride even better in the finale for sure."

Taka Higashino of Japan earned third on the red dirt in front of the historic Union Buildings with a strong run that included the exceptionally difficult Rock-Solid Backflip as well as a superb Flair he's recently mastered. The defending Word Tour champion, Australia's Josh Sheehan, made his rarely seen Double Backflip look easy in earning fourth. Competing in Red Bull X-Fighters Pretoria for the second year in a row, Alastair Sayer of neighboring Botswana went big, landing a massive flip over the track's mammoth 26-meter jump despite a recently dislocated finger, and finished 11th. 

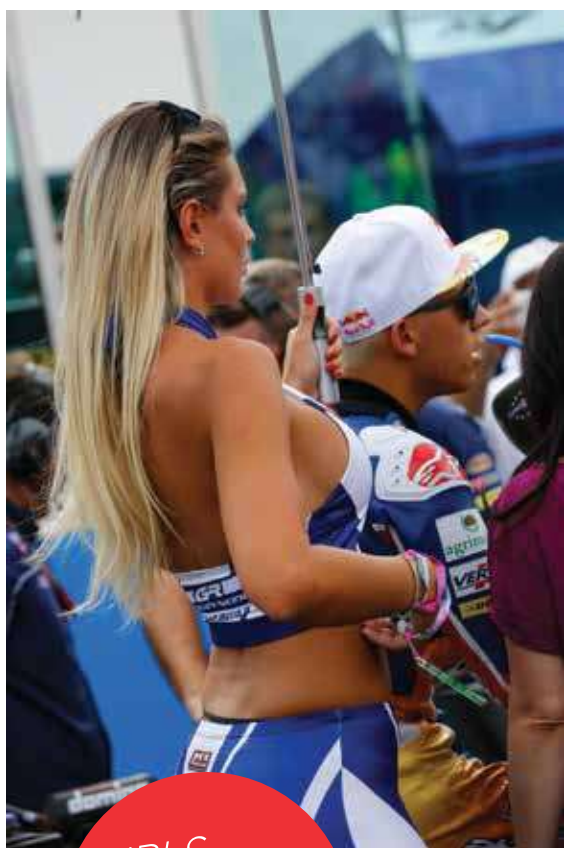


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DBT1 POA



Engine: 1198cc
Power: 162hp
Torque: 131Nm
Weight: 175kg
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Fuel Capacity: 18L

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Engine: 999cc
Power: 201hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

RSV4RF LIMITED EDITION R259 900



Engine: 999cc
Power: 201hp
Torque: 115Nm
Weight: 179kg
Seat Height: 845mm
Fuel Capacity: 17L

CAPANORD R149 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD TRAVEL PACK R169 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

CAPANORD RALLY R189 900



Engine: 1,197cc
Power: 125hp
Torque: 113Nm
Weight: 214kg
Seat Height: 840mm
Fuel Capacity: 24L

TUONO V4 1100 RR R189 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

TUONO V4R FACTORY R219 900



Engine: 1,077cc
Power: 175hp
Torque: 120Nm
Weight: 184kg
Seat Height: 825mm
Fuel Capacity: 18.5L

TESI 3D NAKED POA



Engine: 1078cc
Power: 100hp
Torque: 94Nm
Weight: 167kg
Seat Height: 780mm
Fuel Capacity: 16L

DB9 BRIVIDO POA



Engine: 1198cc
Power: 162hp
Torque: 128Nm
Weight: 174kg
Seat Height: 800mm
Fuel Capacity: 18L

BB3 POA



Engine: 999cc
Power: 190hp
Torque: 112Nm
Weight: 179kg
Seat Height: 820mm
Fuel Capacity: 17L

DB5R POA



Engine: 1078cc
Power: 98hp
Torque: 105Nm
Weight: 169kg
Seat Height: n/a
Fuel Capacity: 16L

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F 700 GS R128 100



Engine: 798cc
Power: 75hp
Torque: 77Nm
Weight: 209kg (w)
Seat Height: 820mm
Fuel Capacity: 16L

F 800 GS R137 345



Engine: 798cc
Power: 85hp
Torque: 83Nm
Weight: 214kg (w)
Seat Height: 880mm
Fuel Capacity: 16L

F 800 GT R142 585



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: n/a
Seat Height: 800mm
Fuel Capacity: 15L

F 800 R R124 800



Engine: 798cc
Power: 90hp
Torque: 86Nm
Weight: 202kg
Seat Height: 790mm
Fuel Capacity: 15L

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F 800 GS ADV R155 480



Engine: 798cc
Power: 85hp
Torque: 83Nm
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Seat Height: 890mm
Fuel Capacity: 24L

R 1200 GS LIQUID-COOLED R197 015



Engine: 1,170cc
Power: 123hp
Torque: 125Nm
Weight: 238kg
Seat Height: 850/870mm
Fuel Capacity: 20L

R 1200 GS ADVENTURE-LC R217 170



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 30L

R 1200 GS TROPHY R164 920



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 238kg
Seat Height: 890/910mm
Fuel Capacity: 20L

Model displayed may differ to actual model

R 1200 R STYLE 1 R175 350



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R 1200 R STYLE 2 R176 350



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 203kg
Seat Height: 800mm
Fuel Capacity: 18L

R 1200 RS STYLE 1 R173 750



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R 1200 RS STYLE 2 R176 250



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 231kg
Seat Height: 790mm
Fuel Capacity: 18L

R nineT R159 000



Engine: 1,170cc
Power: 110hp
Torque: 119Nm
Weight: 208kg
Seat Height: 785mm
Fuel Capacity: 18L

R 1200 RT R201 240



Engine: 1,170cc
Power: 125hp
Torque: 125Nm
Weight: 221kg
Seat Height: 805/825mm
Fuel Capacity: 25L

K 1300 S R197 985



Engine: 1,293cc
Power: 175hp
Torque: 140Nm
Weight: 228kg (d)
Seat Height: 820mm
Fuel Capacity: 19L

K 1300 S Motorsport: R221 900

K 1600 GT R229 800



Engine: 1,649cc
Power: 158hp
Torque: 175Nm
Weight: 306kg (d)
Seat Height: 810/830mm
Fuel Capacity: 24L

K 1600 GT Sport: R233 600

K 1600 GTL R257 990



Engine: 1,649cc
Power: 158hp
Torque: 140Nm
Weight: 321kg (d)
Seat Height: 820/830mm
Fuel Capacity: 24L

K 1600 GTL Exclusive: R289 500

S 1000 XR R209 650



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 228kg
Seat Height: 840mm
Fuel Capacity: 20L

S 1000 R R178 845



Engine: 999cc
Power: 160hp
Torque: 112Nm
Weight: 207kg
Seat Height: 814mm
Fuel Capacity: 17.5L

S 1000 RR R214 550



Engine: 999cc
Power: 193hp
Torque: 112Nm
Weight: 178kg (d)
Seat Height: 820mm
Fuel Capacity: 17.5L

Forged Wheels Version: R232 000



www.bikerswarehouse.co.za

CAFÉ 600 R75 990



Engine: 599cc
Power: 76hp
Torque: 55Nm
Weight: 190kg (d)
Seat Height: 790mm
Fuel Capacity: 18L

TREK 1130 R99 990



Engine: 1,131cc
Power: 132hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 850mm
Fuel Capacity: 22L

TREK AMAZONAS 1130 R104 990



Engine: 1,131cc
Power: 137hp
Torque: 112Nm
Weight: 208kg (d)
Seat Height: 860mm
Fuel Capacity: 22L

CAFÉ RACER 1130 R150 990



Engine: 1,131cc
Power: 137hp
Torque: 120Nm
Weight: 195kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

TNT 160 - 1130 CARBON R129 990



Engine: 1,131cc
Power: 158hp
Torque: 120Nm
Weight: 199kg (d)
Seat Height: 830mm
Fuel Capacity: 17L



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HYPERMOTARD RED R139 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

HYPERMOTARD BLACK R140 000



Engine: 821.1cc
Power: 110hp
Torque: 89Nm
Weight: 175kg
Seat Height: 870mm
Fuel Capacity: 16L

MONSTER 821 DARK R139 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED R140 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

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MONSTER 821 WHITE R141 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 821 RED STRIPE R149 000



Engine: 821cc
Power: 112hp
Torque: 89.4Nm
Weight: 179kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200 R169 000



Engine: 1198.4cc
Power: 135hp
Torque: 118Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S RED R198 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S WHITE R199 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MONSTER 1200S RED STRIPE R210 000



Engine: 1198.4cc
Power: 145hp
Torque: 125Nm
Weight: 182kg
Seat Height: 785-810mm
Fuel Capacity: 17.5L

MTS 1200 R189 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 TOURING R214 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S RED R225 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S WHITE R227 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S TOURING RED R249 000




Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

MTS 1200 S TOURING WHITE R251 000



Engine: 1,198cc
Power: 150hp
Torque: 124Nm
Weight: 217kg
Seat Height: 850mm
Fuel Capacity: 20L

DIAVEL DARK R219 000




Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL CARBON RED R258 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL CARBON WHITE R259 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

DIAVEL TITANIUM R349 000



Engine: 1198.4cc
Power: 162hp
Torque: 131Nm
Weight: 210kg
Seat Height: 770mm
Fuel Capacity: 17L

899 PANIGALE RED R179 000



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

1299 PANIGALE S R269 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

899 PANIGALE WHITE R179 500



Engine: 898cc
Power: 148hp
Torque: 99Nm
Weight: 169kg
Seat Height: 830mm
Fuel Capacity: 17L

1299 PANIGALE R229 000



Engine: 1,285cc
Power: 205hp
Torque: 144.6Nm
Weight: 166.5kg
Seat Height: 830mm
Fuel Capacity: 17L

PANIGALE R R389 000



Engine: 1,198cc
Power: 205hp
Torque: 136.2Nm
Weight: 162kg
Seat Height: 830mm
Fuel Capacity: 17L

DRP
DUCATI RIDE PLAN

SCRAMBLER DUCATI
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SCRAMBLER DUCATI ICON RED R117 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI ICON YELLOW R118 500



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI CLASSIC R137 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

SCRAMBLER DUCATI URBAN ENDURO R137 000



Engine: 803cc
Power: 75hp
Torque: 68Nm
Weight: 176kg
Seat Height: 790mm
Fuel Capacity: 13.5L

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| | | |
|---|--|---|
| SCRAMBLER FULL THROTTLE R137 000  Engine: 803cc Power: 75hp Torque: 68Nm Weight: 176kg Seat Height: 790mm Fuel Capacity: 13.5L  www.harley-davidson.com |  WIDE GLIDE R194 995 Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 295kg Seat Height: 680mm Fuel Capacity: 17.8L |  NIGHT ROD SPECIAL R204 995 Engine: 1,247cc Power: n/a Torque: 111Nm Weight: 289kg Seat Height: 675mm Fuel Capacity: 18.9L |
|  SUPER LOW R99 995 Engine: 883cc Power: n/a Torque: 70Nm Weight: 245kg Seat Height: 695mm Fuel Capacity: 17L |  FAT BOB R199 995 Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 306kg Seat Height: 690mm Fuel Capacity: 18.9L |  ROAD KING CLASSIC R277 000 Engine: 1,690cc Power: n/a Torque: 138Nm Weight: 353kg Seat Height: 715mm Fuel Capacity: 22.7L |
|  SPORTSTER 883 IRON R106 000 Engine: 883cc Power: n/a Torque: 70Nm Weight: 245kg Seat Height: 735mm Fuel Capacity: 12.5L |  SLIM R224 995 Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 305kg Seat Height: 650mm Fuel Capacity: 18.9L |  STREET GLIDE SPECIAL R299 995 Engine: 1,690cc Power: n/a Torque: 138Nm Weight: 356kg Seat Height: 695mm Fuel Capacity: 22.7L |
|  SPORTSTER CUSTOM R132 995 Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 17L |  FAT BOY SPECIAL R249 995 Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 318kg Seat Height: 670mm Fuel Capacity: 18.9L |  CVO DELUXE R334 995 Engine: 1,801cc Power: n/a Torque: 156Nm Weight: 380kg Seat Height: 690mm Fuel Capacity: 22.7L |
|  SEVENTY TWO R133 000 Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 7.9L |  HERITAGE R254 995 Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 327kg Seat Height: 690mm Fuel Capacity: 18.9L |  CVO STREET GLIDE R384 995 Engine: 1,801cc Power: n/a Torque: 156Nm Weight: 380kg Seat Height: 690mm Fuel Capacity: 22.7L |
|  FORTY EIGHT R131 995 Engine: 1,202cc Power: n/a Torque: 96Nm Weight: 255kg Seat Height: 710mm Fuel Capacity: 7.9L |  DELUXE R249 995 Engine: 1,690cc Power: n/a Torque: 132Nm Weight: 318kg Seat Height: 670mm Fuel Capacity: 18.9L |  CVO LIMITED R429 995 Engine: 1,801cc Power: n/a Torque: 156Nm Weight: 416kg Seat Height: 740mm Fuel Capacity: 22.7L |
| STREET BOB R169 495 Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 291kg Seat Height: 680mm Fuel Capacity: 17.8L | BREAKOUT R249 995 Engine: 1,690cc Power: n/a Torque: 130Nm Weight: 309kg Seat Height: 660mm Fuel Capacity: 18.9L | CVO ROAD GLIDE ULTRA R434 995 Engine: 1,801cc Power: n/a Torque: 156Nm Weight: 422kg Seat Height: 755mm Fuel Capacity: 22.7L |
| LOW RIDER R185 000 Engine: 1,690cc Power: n/a Torque: 126Nm Weight: 292kg Seat Height: 680mm Fuel Capacity: 17.8L | MUSCLE R222 000 Engine: 1,247cc Power: n/a Torque: 115Nm Weight: 292kg Seat Height: 705mm Fuel Capacity: 18.9L | |



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ELITE R18 490



Engine: 153cc
Power: 8.4hp
Torque: 8.7Nm
Weight: 102kg
Seat Height: 755mm
Fuel Capacity: 5.5L

MSX125 R35 490



Engine: 124.9cc
Power: 9.8hp
Torque: 10.9Nm
Weight: 101kg
Seat Height: 765mm
Fuel Capacity: 5.8L

CBR125R R43 990



Engine: 124.7cc
Power: 13hp
Torque: 10.1Nm
Weight: 137kg
Seat Height: 795mm
Fuel Capacity: 13L

XR125L R20 990



Engine: 124cc
Power: 11hp
Torque: 10.6Nm
Weight: 120kg
Seat Height: 825mm
Fuel Capacity: 12L

PCX150 R38 490



Engine: 153cc
Power: 13.6hp
Torque: 14Nm
Weight: 129kg
Seat Height: 760mm
Fuel Capacity: 5.9L

XR150L R23 490



Engine: 149cc
Power: n/a
Torque: n/a
Weight: 129kg
Seat Height: 825mm
Fuel Capacity: 12L

CRF250L R56 490



Engine: 250cc
Power: 22hp
Torque: 22Nm
Weight: 144kg
Seat Height: 875mm
Fuel Capacity: 7.7L

INTEGRA R99 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 238kg
Seat Height: 790mm
Fuel Capacity: 14.1L
Integra Traveller: R111 990

CBR500R R78 990



Engine: 471cc
Power: 46.2hp
Torque: 43Nm
Weight: 137kg
Seat Height: 790mm
Fuel Capacity: 15.7L

CBR600RR R139 990



Engine: 599cc
Power: 118hp
Torque: 66Nm
Weight: 186kg
Seat Height: 823mm
Fuel Capacity: 18.1L

NC750X R89 990



Engine: 745cc
Power: 55hp
Torque: 68Nm
Weight: 219kg
Seat Height: 830mm
Fuel Capacity: 14.1L
NC750DCT: R99 990

CBR1000RR R174 990



Engine: 999.8cc
Power: 175hp
Torque: 112Nm
Weight: 200kg
Seat Height: 820mm
Fuel Capacity: 17.7L
CBR1000SP: R205 990

CBT100A R135 990



Engine: 1,140cc
Power: 89.7hp
Torque: 93Nm
Weight: 248kg
Seat Height: 795mm
Fuel Capacity: 14.6L

VFR1200X R173 490



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD: R184 490

VFR1200X ADVENTURE R194 990



Engine: 1,237cc
Power: 127hp
Torque: 126Nm
Weight: 275kg
Seat Height: 850mm
Fuel Capacity: 21.5L
VFR1200XD Adventure: R206 990

VFR1200F R196 990



Engine: 1,237cc
Power: 170hp
Torque: 129Nm
Weight: 267kg
Seat Height: 815mm
Fuel Capacity: 18.5L
VFR1200FD: R202 990



www.cayenne.co.za

X5 R39 900



Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L

X5R R45 900



Engine: 249cc
Power: 28hp
Torque: 26Nm
Weight: 155kg
Seat Height: 780mm
Fuel Capacity: 11L



www.indianmotorcycle.co.za

CHIEF® CLASSIC FROM R299 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 370kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEF® VINTAGE FROM R335 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 379kg
Seat Height: n/a
Fuel Capacity: 20.8L

CHIEFTAIN™ R359 900



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 385kg
Seat Height: n/a
Fuel Capacity: 20.8L

SCOUT™ FROM R159 900



Engine: 1,133cc
Power: 100hp
Torque: 98Nm
Weight: 253kg
Seat Height: 673mm
Fuel Capacity: 12.5L

ROADMANSTER™ FROM R425 000



Engine: 1,811cc
Power: n/a
Torque: 138.9Nm
Weight: 421kg
Seat Height: n/a
Fuel Capacity: 20.8L



www.kawasakisa.co.za

NINJA 250 STD R52 995



Engine: 249cc
Power: 32hp
Torque: 22Nm
Weight: 154kg
Seat Height: 775mm
Fuel Capacity: 17L

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NINJA 300R 30TH R55 995


Engine: 296cc
 Power: 39hp
 Torque: 27Nm
 Weight: 172kg
 Seat Height: 785mm
 Fuel Capacity: 17L

ER650n R85 995


Engine: 649cc
 Power: 71hp
 Torque: 64Nm
 Weight: 204kg
 Seat Height: 805mm
 Fuel Capacity: 16L

ER650f R89 995


Engine: 649cc
 Power: 71hp
 Torque: 64Nm
 Weight: 204kg (w)
 Seat Height: 805mm
 Fuel Capacity: 16L

Z300 R59 995


Engine: 998cc
 Power: 39hp
 Torque: 27Nm
 Weight: 168kg
 Seat Height: 785mm
 Fuel Capacity: 17L

Z800 R105 995


Engine: 806cc
 Power: n/a
 Torque: n/a
 Weight: 231kg
 Seat Height: 834mm
 Fuel Capacity: 17L

Z1000 R139 995


Engine: 1,043cc
 Power: 140hp
 Torque: 110Nm
 Weight: 220kg (w)
 Seat Height: 815mm
 Fuel Capacity: 17L
 Z1000 ABS version: R144 995

Z1000SX R149 995


Engine: 1,043cc
 Power: 136hp
 Torque: 110Nm
 Weight: 228kg (w)
 Seat Height: 820mm
 Fuel Capacity: 19L

VERSYS 650 R89 995


Engine: 649cc
 Power: 69hp
 Torque: 64Nm
 Weight: 214kg
 Seat Height: 840mm
 Fuel Capacity: 21L

VERSYS R145 995


Engine: 1,043cc
 Power: 136hp
 Torque: n/a
 Weight: n/a
 Seat Height: 840mm
 Fuel Capacity: 21L

ZX6-R R120 995


Engine: 599cc
 Power: 126hp
 Torque: 66.7Nm
 Weight: 191kg (w)
 Seat Height: 815mm
 Fuel Capacity: 17L

ZX-6 636 R121 995


Engine: 636cc
 Power: 128hp
 Torque: 71Nm
 Weight: 192kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L

ZX-6 636 30TH R124 995


Engine: 636cc
 Power: 128hp
 Torque: 71Nm
 Weight: 192kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L
 ABS version: R129,995

ZX10-R STD R156 995


Engine: 998cc
 Power: 197hp
 Torque: 112Nm
 Weight: 198kg (w)
 Seat Height: 813mm
 Fuel Capacity: 17L

ZX10-R 30TH R175 995


Engine: 998cc
 Power: 197hp
 Torque: 112Nm
 Weight: 198kg (w)
 Seat Height: 813mm
 Fuel Capacity: 17L
 ABS 30th year Version: R179 995

H2 R310 000


Engine: 998cc
 Power: 207hp
 Torque: 140Nm
 Weight: 238kg (w)
 Seat Height: 825mm
 Fuel Capacity: 17L

H2R R630 000


Engine: 998cc
 Power: 321hp
 Torque: 165Nm
 Weight: 216kg (w)
 Seat Height: 830mm
 Fuel Capacity: 17L

ZX-14R NINJA R160 995


Engine: 1,441cc
 Power: 197hp
 Torque: 162Nm
 Weight: 265kg (w)
 Seat Height: 800mm
 Fuel Capacity: 22L
 ZX-14 R ABS: R189 995

ZZR1400 OHLINS SE R195 995


Engine: 1,441cc
 Power: 197hp
 Torque: 162Nm
 Weight: 265kg (w)
 Seat Height: 800mm
 Fuel Capacity: 22L

GTR1400 R189 995


Engine: 1,352cc
 Power: 155hp
 Torque: 136Nm
 Weight: 300kg
 Seat Height: 815mm
 Fuel Capacity: 22L

EN650 VULCAN R85 995


Engine: 649cc
 Power: n/a
 Torque: n/a
 Weight: 226kg
 Seat Height: 706mm
 Fuel Capacity: 14L

VN900 CLASSIC R99 995


Engine: 903cc
 Power: n/a
 Torque: 78Nm
 Weight: 281kg
 Seat Height: 680mm
 Fuel Capacity: 20L

VN900 CUSTOM R104 995


Engine: 651cc
 Power: 59hp
 Torque: 50Nm
 Weight: 276kg
 Seat Height: 685mm
 Fuel Capacity: 22.1L


www.ktm.com
125 DUKE R44 999


Engine: 124.7cc
 Power: 15hp
 Torque: 12Nm
 Weight: 125kg
 Seat Height: 800mm
 Fuel Capacity: 11L

200 DUKE R46 999


Engine: 199.5cc
 Power: 26hp
 Torque: 20Nm
 Weight: 126kg
 Seat Height: 800mm
 Fuel Capacity: 11L

Non-ABS version also available

390 DUKE R58 999


Engine: 375cc
 Power: 43hp
 Torque: 35Nm
 Weight: 147kg
 Seat Height: 800mm
 Fuel Capacity: 11L

690 DUKE R99 999


Engine: 690cc
 Power: 70hp
 Torque: 70Nm
 Weight: 149.5kg
 Seat Height: 835mm
 Fuel Capacity: 14L

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690 DUKE R R119 999


Engine: 690cc
Power: 70hp
Torque: 70Nm
Weight: 149.5kg
Seat Height: 865mm
Fuel Capacity: 14L

1290 SUPER DUKE R R189 999


Engine: 1,301cc
Power: 180hp
Torque: 144Nm
Weight: 189kg
Seat Height: 835mm
Fuel Capacity: 18L

690 SMC R R113 999


Engine: 690cc
Power: 66hp
Torque: 68Nm
Weight: 139kg
Seat Height: 890mm
Fuel Capacity: 12L

690 ENDURO R R113 999


Engine: 653.7cc
Power: 63hp
Torque: 65Nm
Weight: 138.5kg
Seat Height: 910mm
Fuel Capacity: 12L

1050 ADVENTURE R139 999


Engine: 1,050cc
Power: 95hp
Torque: 107Nm
Weight: 212kg (d)
Seat Height: 850mm
Fuel Capacity: 23L

1190 ADVENTURE R185 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg (w)
Seat Height: 860/875mm
Fuel Capacity: 23L

1190 ADVENTURE R R187 999


Engine: 1,195cc
Power: 148hp
Torque: 125Nm
Weight: 235kg (w)
Seat Height: 890mm
Fuel Capacity: 23L

1290 SUPER ADVENTURE R219 999


Engine: 1,301cc
Power: 160hp
Torque: n/a
Weight: 229kg
Seat Height: 860/875mm
Fuel Capacity: 30L

RC 125 R48 999


Engine: 124.7cc
Power: 15hp
Torque: n/a
Weight: 135kg
Seat Height: 820mm
Fuel Capacity: 10L

RC 390 R62 999


Engine: 373.2cc
Power: 43hp
Torque: n/a
Weight: 147kg
Seat Height: 820mm
Fuel Capacity: 10L

1190 RC8 R R189 999


Engine: 1,195cc
Power: 175hp
Torque: 127Nm
Weight: 182kg
Seat Height: 805mm
Fuel Capacity: 16.5L



www.motoguzzi.co.za

Free 3 year service plan on all 2015 models sold

V7 II STONE R109 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SPECIAL R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II SCRAMBLER R119 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II CAFÉ RACER R129 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

V7 II DARK EDITION R129 900


Engine: 744cc
Power: 50hp
Torque: 60Nm
Weight: 179kg (w)
Seat Height: 805mm
Fuel Capacity: 22L

CUSTOM ABS TCS R199 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

AUDACE ABS TCS R209 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

ELDORADO ABS TCS R219 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING ABS TCS R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

TOURING SE R229 900


Engine: 1,380cc
Power: 96hp
Torque: 120Nm
Weight: 337kg (d)
Seat Height: 740mm
Fuel Capacity: 20.5L

GRISO 8V SE R169 900


Engine: 1,151cc
Power: 110hp
Torque: 110Nm
Weight: 222kg (d)
Seat Height: 800mm
Fuel Capacity: 16.7L



www.mvagusta.co.za

Free 3 year service plan on all 2015 models sold

F3 800 EAS ABS R169 900


Engine: 798cc
Power: 148hp
Torque: 88Nm
Weight: 173kg (d)
Seat Height: 805mm
Fuel Capacity: 16.5L

F4 ABS R189 900


Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

F4 R ABS R209 900


Engine: 998cc
Power: 195hp
Torque: 110.8Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

Prices may change without any notice, please contact your nearest dealer.

F4 RR ABS R259 900



Engine: 998cc
Power: 201hp
Torque: 111Nm
Weight: 191kg (d)
Seat Height: 830mm
Fuel Capacity: 17L

B3 800 EAS II ABS R129 900



Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

B3 800 RR EAS II ABS R179 900



Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

BRUTALE 1090 R149 900



Engine: 1,078cc
Power: 144hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE 1090 RR R179 900



Engine: 1,078cc
Power: 158hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

BRUTALE CORSA R199 900



Engine: 1,078cc
Power: 156hp
Torque: 112Nm
Weight: 183kg (d)
Seat Height: 825mm
Fuel Capacity: 23L

DRAGSTER R169 900



Engine: 798cc
Power: 125hp
Torque: 81Nm
Weight: 167kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

DRAGSTER RR R189 900



Engine: 798cc
Power: 140hp
Torque: 86Nm
Weight: 168kg (d)
Seat Height: 810mm
Fuel Capacity: 16.6L

RIVALE 800 R139 900



Engine: 798cc
Power: 125hp
Torque: 84Nm
Weight: 178kg (d)
Seat Height: 881mm
Fuel Capacity: 12.9L

STRADALE R159 900



Engine: 798cc
Power: 115hp
Torque: 79Nm
Weight: 181kg (d)
Seat Height: 870mm
Fuel Capacity: 16L

TURISMO VELOCE R189 900



Engine: 798cc
Power: 110hp
Torque: 80Nm
Weight: 191kg (d)
Seat Height: 850mm
Fuel Capacity: 20L

ROYAL ENFIELD

www.royalenfield.co.za

CLASSIC 500 R47 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC MILITARY R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

CLASSIC CHROME R48 990



Engine: 499cc
Power: 28bhp
Torque: 41.3Nm
Weight: 187kg
Seat Height: 790mm
Fuel Capacity: 14.5L

GT CAFE RACER R69 990



Engine: 535cc
Power: 29.1bhp
Torque: 44Nm
Weight: 184kg
Seat Height: 800mm
Fuel Capacity: 13.5L



www.suzukisa.co.za

UR110 R13 500



Engine: 113cc
Power: n/a
Torque: n/a
Weight: 98kg
Seat Height: n/a
Fuel Capacity: 5.2L

UH200A R54 700



Engine: 200cc
Power: n/a
Torque: n/a
Weight: 163kg
Seat Height: 735mm
Fuel Capacity: 10.5L

AN650A R117 665



Engine: 638cc
Power: n/a
Torque: n/a
Weight: 277kg (w)
Seat Height: 755mm
Fuel Capacity: 15L

RV125 VAN VAN R36 310



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 128kg
Seat Height: 770mm
Fuel Capacity: 6.5L

GS150R R18 900



Engine: 149.5cc
Power: 13.8hp
Torque: 13.4Nm
Weight: 149kg
Seat Height: 790mm
Fuel Capacity: 15.5L

GW250 INAZUMA R44 900



Engine: 248cc
Power: n/a
Torque: n/a
Weight: 183kg (w)
Seat Height: 790mm
Fuel Capacity: 13.3L

DL650XAL5 R96 900



Engine: 645cc
Power: n/a
Torque: n/a
Weight: 214kg (w)
Seat Height: 835mm
Fuel Capacity: 20L

DL1000A R142 800



Engine: 1,033cc
Power: 101hp
Torque: 103Nm
Weight: 228kg
Seat Height: 850mm
Fuel Capacity: 20L

GSR750 R97 920



Engine: 749cc
Power: n/a
Torque: n/a
Weight: 215kg
Seat Height: 815mm
Fuel Capacity: 17.5L

GSX1250FA GT R128 500



Engine: 1,255cc
Power: n/a
Torque: n/a
Weight: 259kg (w)
Seat Height: 805mm
Fuel Capacity: 19L

Prices may change without any notice, please contact your nearest dealer.

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GSX-R750 R141 400



Engine: 750cc
Power: n/a
Torque: n/a
Weight: 190kg
Seat Height: 810mm
Fuel Capacity: 17L

GSX-R1000 R165 950



Engine: 999cc
Power: n/a
Torque: n/a
Weight: 203kg (w)
Seat Height: 810mm
Fuel Capacity: 17.5L

GSX1300RALS R176 250



Engine: 1,340cc
Power: n/a
Torque: n/a
Weight: 260kg (w)
Seat Height: 805mm
Fuel Capacity: 21L

VL1500BT R143 950



Engine: 1,462cc
Power: n/a
Torque: n/a
Weight: 363kg
Seat Height: 720mm
Fuel Capacity: 18L

VZR1800L5 R169 900



Engine: 1,783cc
Power: n/a
Torque: n/a
Weight: 347kg (w)
Seat Height: 705mm
Fuel Capacity: 19.5L

TRIUMPH

www.triumphmotorcycles.co.za

DAYTONA 675 R R149 500



Engine: 675cc
Power: 126hp
Torque: 74Nm
Weight: 184kg
Seat Height: 830mm
Fuel Capacity: 17.4L

STREET TRIPLE R R110 500



Engine: 675cc
Power: 105hp
Torque: 68Nm
Weight: 182kg
Seat Height: 820mm
Fuel Capacity: 17.4L
Street Triple Rx: R126 500

SPEED TRIPLE R R149 500



Engine: 1,050cc
Power: 133hp
Torque: 111Nm
Weight: 212kg
Seat Height: 825mm
Fuel Capacity: 17.5L

TROPHY SE R179 500



Engine: 1,215cc
Power: 132hp
Torque: 120Nm
Weight: 301kg
Seat Height: 800mm
Fuel Capacity: 26L

BONNEVILLE T100 R107 500



Engine: 865cc
Power: 67hp
Torque: 68Nm
Weight: 230kg
Seat Height: 775mm
Fuel Capacity: 16L
Bonneville T214: R112 500

SCRAMBLER R107 500



Engine: 865cc
Power: 58hp
Torque: 68Nm
Weight: 230kg
Seat Height: 825mm
Fuel Capacity: 16L

THRUXTON R107 500



Engine: 865cc
Power: 68hp
Torque: 69Nm
Weight: 230kg
Seat Height: 820mm
Fuel Capacity: 16L
Thruxton Ace Cafe: R112 500

AMERICA LT R105 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 270kg
Seat Height: 690mm
Fuel Capacity: 19.3L

SPEEDMASTER R99 500



Engine: 865cc
Power: 60hp
Torque: 72Nm
Weight: 250kg
Seat Height: 690mm
Fuel Capacity: 19.3L

THUNDERBIRD COMMANDER R195 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 317kg
Seat Height: 700mm
Fuel Capacity: 22L

THUNDERBIRD LT R212 500



Engine: 1699cc
Power: 92hp
Torque: 151Nm
Weight: 349kg
Seat Height: 700mm
Fuel Capacity: 22L

ROCKET III ROADSTER R199 500



Engine: 2,294cc
Power: 146hp
Torque: 221Nm
Weight: 367kg
Seat Height: 750mm
Fuel Capacity: 24 L

TIGER 800 XRr R127 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 210kg
Seat Height: 810mm
Fuel Capacity: 19L

TIGER 800 XCx R139 500



Engine: 800cc
Power: 94hp
Torque: 79Nm
Weight: 215kg
Seat Height: 845mm
Fuel Capacity: 19L

TIGER 1200 EXPLORER R164 500



Engine: 1,215cc
Power: 135hp
Torque: 121Nm
Weight: 259kg
Seat Height: 837mm
Fuel Capacity: 20L

TIGER 1050 SPORT 2015 R139 500



Engine: 1,050cc
Power: 123hp
Torque: 104Nm
Weight: 235kg
Seat Height: 830mm
Fuel Capacity: 20L
2014 model: R129 500



www.victorymotorcycles.co.za

MAGNUM FROM R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 345kg
Seat Height: 654mm
Fuel Capacity: 22L

CROSS COUNTRY TOUR R319 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 384kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

VISION TOUR R349 900



Engine: 1,731cc
Power: 96hp
Torque: 147Nm
Weight: 394kg (dry)
Seat Height: 673mm
Fuel Capacity: 22.7L

CROSS COUNTRY R289 900



Engine: 1,731cc
Power: 96hp
Torque: 143Nm
Weight: 347kg (dry)
Seat Height: 667mm
Fuel Capacity: 22L

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JUDGE R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg
Seat Height: 658mm
Fuel Capacity: 17L

HIGH BALL R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L

HAMMER 8 BALL R199 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 660mm
Fuel Capacity: 17L

VEGAS 8 BALL R179 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 290kg (dry)
Seat Height: 640mm
Fuel Capacity: 17L

BOARDWALK R235 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 307kg (dry)
Seat Height: 658mm
Fuel Capacity: 17.8L

HAMMER S R229 000



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 305kg (dry)
Seat Height: 673mm
Fuel Capacity: 17L

GUNNER R209 900



Engine: 1,731cc
Power: 96hp
Torque: 149Nm
Weight: 300kg (dry)
Seat Height: 635mm
Fuel Capacity: 17L



www.yamaha.co.za

YW125 R34 950



Engine: 125cc
Power: n/a
Torque: n/a
Weight: 121kg
Seat Height: 780mm
Fuel Capacity: 6L

MW 125 TRICITY R47 950



Engine: 124.8cc
Power: 11hp
Torque: 10.4Nm
Weight: 152kg
Seat Height: 780mm
Fuel Capacity: 6.6L

TMAX 500 R94 950



Engine: 530cc
Power: 45.8hp
Torque: 52.3Nm
Weight: 208kg
Seat Height: 800mm
Fuel Capacity: 15L

FZ6-R (XJ6) R84 950



Engine: 600cc
Power: n/a
Torque: n/a
Weight: 217kg
Seat Height: 785mm
Fuel Capacity: 17L

XT 660R R79 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 181kg
Seat Height: 865mm
Fuel Capacity: 15L

XT 660Z R99 950



Engine: 660cc
Power: n/a
Torque: n/a
Weight: 206kg
Seat Height: 895mm
Fuel Capacity: 23L

XT 1200Z FROM R154 950



Engine: 1,199cc
Power: 110bhp
Torque: 114Nm
Weight: 261kg
Seat Height: 845mm
Fuel Capacity: 23L

MT-07 R94 950



Engine: 689cc
Power: 73hp
Torque: 68Nm
Weight: 179kg
Seat Height: 805mm
Fuel Capacity: 14L

MT-09 R117 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 188kg
Seat Height: 815mm
Fuel Capacity: 14L

MT-09 TRACER R124 950



Engine: 847cc
Power: 115hp
Torque: 87.5Nm
Weight: 210kg
Seat Height: 845/860mm
Fuel Capacity: 18L

YZF-R6 R119 950



Engine: 599cc
Power: 130hp
Torque: n/a
Weight: 189kg
Seat Height: 850mm
Fuel Capacity: 17L

YZF-R1 TBA



Engine: 998cc
Power: 200hp
Torque: 112.4Nm
Weight: 199kg
Seat Height: 855mm
Fuel Capacity: 17L

FJR 1300 R179 950



Engine: 1,298cc
Power: 145hp
Torque: 125Nm
Weight: 264kg
Seat Height: 805mm
Fuel Capacity: 25L

XVS 1300 STRYKER R129 950



Engine: 1,311cc
Power: n/a
Torque: n/a
Weight: 293kg
Seat Height: 670mm
Fuel Capacity: 15.1L

BOLT R114 950



Engine: 942cc
Power: n/a
Torque: 80Nm
Weight: 247kg
Seat Height: 690mm
Fuel Capacity: 12L
Bolt R version: R119 950



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S R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 171kg
Seat Height: 807mm
Fuel Capacity: n/a

DS R139 900



Engine: n/a
Power: 54hp
Torque: 92Nm
Weight: 173kg
Seat Height: 843mm
Fuel Capacity: n/a

SR R159 900



Engine: n/a
Power: 67hp
Torque: 144Nm
Weight: 188kg
Seat Height: 807mm
Fuel Capacity: n/a

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10-Dave Griffin
22-Henry Lubbe
24 -Hugo Maree

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6- Koos van der Heever
8- Johan Jansen van Rensburg
15-Dave Griffin
34- Henry Lubbe
36 - Hugo Maree


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